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The Hongkong Telegraph.

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SATURDAY, JANUARY 16, 1926.

日三初月二十

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(By Captain R. G. Normanville in the Daily Chronicle) Remarkable Value. For the intending purchaser whose mind is solely concerned with value for money in the low price category the Essex still stands as a criterion. It is not merely that you get a smartly-fitted five-seater saloon for £235 in London, but its running qualities are so good that without practical experience it would be difficult to credit their quality at the price.

Essex Coach or Touring \$2,000.

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ATHERLEY TRIAL

SIR HENRY GOLLAN'S SUMMING-UP.

LEGAL POSITION.

The final stages of the trial of James Edward Atherley, ex-manager of Getz Brothers, on charges of fraudulent conversion of his Company's monies, were reached at the Criminal Sessions this morning, when Sir Henry Gollan began his summing up.

There were a large number of Europeans in the body of the Court.

Sir Henry Gollan said:—Gentlemen of the Jury,—In the course of this case a statement has been made by counsel for the prosecution and also by counsel for the defence in regard to the fact that accused had had more than one opportunity of making an answer to the charge, of which he had not availed himself. Mr. Zeitlyn protested that whether the accused should or should not make an answer or give any idea of what the defence was going to be was a matter wholly for the accused and his representatives.

He fully agreed, continued his Lordship, with Mr. Zeitlyn that that was so, but he sometimes felt that it was better if the case for the defence could be recognised by a statement made by the accused person at the earliest opportunity. When the accused had given an explanation they would find that that was the defence adopted at the trial, and a strong argument could be based on the fact that the defence had been consistent all through. His statements in the witness box would be argued as statements to be believed.

If they took the present case as an illustration, supposing immediately he was charged, accused had said "It is true I received this monies, but I did not know they were my employers; I treated them as the monies of the company," they could see at once how greatly strengthened the defence in the case would have been. It was a matter solely for the accused and his advisers, and the most they could say where there had been complete reservation of defence was that it was unfortunate that no statement had previously been made because the defence would have been greatly strengthened.

His Lordship proceeded to state the nature of the four counts, and said that before going on to examine the facts he proposed to explain the exact legal construction which had to be placed on the charges. In the first place, the jury had to be satisfied in respect of some or all of the amounts mentioned in the charges that there had been payment to the plaintiff. It was common between the parties that the money had been received. There was a strong dispute on the part of accused as to whether the sums had been received by or for the account of Messrs. Getz Brothers. Evidence on that point had been given by the cashier and the comptroller, who said that the monies were known to be the monies of Getz Brothers and that they were handed to accused as the result of instructions issued by accused. Furthermore, a document had been produced by the prosecution showing the exact procedure adopted in the matter of those payments. The jury had, also, to be satisfied that there had been fraudulent conversion of the

THE HOTEL FIRE.

PRAISE FOR TROOPS.

Local Command Orders state:—It is notified for the information of all concerned that letters expressing very high appreciation of the valuable services rendered by the troops in coping with the fire at the Hongkong Hotel on 1st January, 1926, have been received from H.E. the Governor of Hongkong, the Fire Insurance Association of Hongkong and the Hongkong and Shanghai Hotels, Ltd. The General Officer Commanding congratulates all ranks on their endeavours to put out the fire and save property.

MR. SUN FO.

REJOINS CANTON GOVERNMENT.

Mr. Sun Fo reported to the Canton Government on the 13th inst. that he had resumed his office as a member of the committee of the Government, and as Commissioner of the Construction Bureau, which is now likely to change its name into Communication Bureau. On the following day he entertained prominent officials to a private club.

CANTON RIVER BOATS.

A WRIT OF ATTACHMENT.

We hear that a writ of attachment has been taken out against the owners of the Canton steamers, Paul Beau and Charles Hardouin, and, as a result, neither of the steamers are in operation at present.

On enquiries this morning we are informed that there is a mortgage for \$80,000 held in respect of one of the steamers. What will transpire as a result of this development is not known.

STOP PRESS.

ATHERLEY TRIAL.

His Lordship's summing-up closed at 4.25 p.m. The jury after 50 minutes' deliberation found prisoner guilty on all four counts, and an aggregate sentence of two years hard labour was passed.

monies. Such cases were always difficult to decide, because people did not go about proclaiming the fact that they were going to commit fraudulent conversion, and a jury could only decide from the evidence. They had to ask themselves the question:—Did the accused, knowing the monies were the monies of Messrs. Getz Bros., apply them to his own purposes, and, secondly, if he did so, did he do it without the knowledge and consent of Messrs. Getz? If they found those questions established, then there was strong evidence that the monies had been fraudulently converted to his own purposes. It had been admitted that the monies were used to enable the accused to gamble, and if such a position became general it would be very hard on employers, because they were denied profit on the money if an employee won and were almost certain to lose if the employee lost. The law on the point was really quite simple; it was the question of fact which was confused and contradictory.

His Lordship then went on to read through the whole of the evidence, and this was proceeding as we went to press.

NEW BOYCOTT.

CANTON NOW AGAINST JAPAN.

UNIFYING CHINA.

A mass meeting was held in Canton on the 13th instant by the students, labourers, farmers and Merchants Unions, as well as members of the Kuomintang, to protest against the despatching of troops to Mukden by Japan. There were over ten thousand persons present.

The Chairman reviewed the whole situation and many speeches followed, which resulted in the passing of two resolutions—to cease all economic relationship with Japan, and to request the Ministry of Foreign Affairs at Peking and to lodge a protest in the strongest possible terms.

A special committee was elected to carry out the following programme:—A demonstration composed of all sections of the people to be held on the 18th instant at noon; telegrams to be sent to all parts of world, including the people of Japan; circulars to the people of Kwangtung; notices to unions, societies and corporations to take part in the demonstration; the order of the procession to be students, merchants, farmers, labourers, and soldiers, and the procession to be led by the strike pickets.

UNIFICATION SCHEME.

At a session of the delegates of the Kuomintang, held in Canton the question of the unification of China was discussed at great length, and a resolution to undertake this task at the earliest possible time was passed by a large majority. In consequence of this decision, General Chang Kai-shek has again sent in his resignation as "Kwan Chang" (General Officer Commanding of the 1st Army Corps), in order to devote his whole time to the Military Academy in training a body of officers to meet the requirements of active service, and at the same time to carry out other needed reforms.

It is reported that the 1st and 2nd Army Corps are under orders to be in readiness for mobilisation. There are now 15,000 men in course of training, who will, it is said, be ready for service in a short time. In another three months' time, the Military Academy at Swatow will turn out 15,000 more men for service.

In the event of the Canton Government raising the standard of revolution, it is said that four Army Corps, comprising 120,000 strong, can be mobilised. Furthermore, General Chang Kai-shek and General Fan Yun-kai have been appointed executive officers of the Military Committee, for the purpose of conducting affairs in connection with the coming campaign.

SOVIET AND DISARMAMENT.

AGREES TO JOIN CONFERENCE.

Moscow, Jan. 15.

An official of the Tass news agency leans authoritatively that the Soviet has decided to accept the invitation of the League of Nations to participate in a preliminary disarmament conference and not to object to the participation of Soviet experts in a preliminary commission on economic subjects, provided these commissions do not meet on Swiss territory. —Reuter.

ELECTRICAL AGE.

BRITISH GOVERNMENT'S BIG SCHEME.

London, Jan. 15.

The Government proposals to promote a great national electrical scheme in order to afford a cheaper supply of current were outlined by Mr. Baldwin at Birmingham, who pointed out that Britain would be seriously handicapped industrially if she continued to lag behind the other nations in the consumption of electrical energy. Britain used two hundred units per head compared with nine hundred in Canada and over five hundred in the United States. He was of opinion that the latter figure should be reached here fifteen years hence, by cheapening electricity through large-scale production and distribution. He declared that the present system of generation was too parochial, although very efficient.

Mr. Baldwin added that the Government proposed to establish a board managed by practical men, like the Port of London Authority, to control the whole supply of electricity all over Britain. The board would co-ordinate the existing stations and build new ones, raise its own capital, and work on purely commercial lines. Any surplus would go towards reducing the cost of gas when the interest on the sinking fund had been paid off. The Government would guarantee the scheme with a subsidy that a subsidy would be necessary. —Reuter.

HIGH-SPEED CABLE.

NEW BRITISH LINE TO BE LAID.

London, Jan. 15.

The Colonia, the largest cable-ship in the world, sailed from Greenwich this afternoon to lay the Eastern Extension Telegraph Company's duplicate cable over 1,800 nautical miles between Cocos and Fremantle.

The cable is the new, loaded type, the first British owned and manufactured loaded cable to be put down. The cable is designed for a speed of 2,100 letters a minute, compared with 145 in the present line.

The question of further developing the lines between Fremantle and Adelaide is now being considered.

The Colonia is expected to arrive at Cocos in the middle of February, and to complete the laying of the cable to Fremantle early in March. —Reuter.

OCCUPATION TROOPS.

GERMANY WANTS FURTHER REDUCTION.

Berlin, Jan. 15.

The Foreign Affairs Committee of the Reichstag has passed a resolution declaring that the retention of 70,000 occupation troops in the Rhineland would mean a serious disappointment to justifiable German expectations and would be wholly incompatible with the political situation created by the signing of the Locarno agreements, and requesting the Government, in view of the impending political decisions of the Foreign Powers, to continue its most energetic efforts to bring about the reduction of the occupation forces and to strengthen the pre-war German garrison. —Reuter.

TO-DAY'S BLAZE.

OUTBREAK NEAR BIG BUILDING.

MATSHEDS BURNT.

There was quite a big blaze at Causeway Bay this morning, when three large matsheds belonging to the Wing Lee contractors' firm caught fire. The matsheds were situated on the site for the Electric Company's new quarters, quite close to the Belillo's Reformatory building, which fortunately escaped damage.

The alarm was received by the Fire Brigade shortly after ten o'clock, and the call was sent out with the "home call" and very soon two appliances from Central and one each from Wanchai and Kennedy Town were on the spot.

But for the smart work of the Brigade, under Superintendent H. T. Brooks and a good pressure of water from the mains, the Reformatory building might easily have become involved. Pumps were used, as well as water from the mains.

Being of such inflammable material, the matsheds were well alight when the Brigade arrived, and the blaze was made all the greater from the fact that several stacks of wood also caught fire. The flames rose to a great height, and the heat from the blaze was felt over a wide area. It was a fortunate circumstance that the strong wind was blowing in the opposite direction from the Reformatory building, and this fact greatly assisted the Brigade in keeping the outbreak within bounds. The blaze was soon mastered by the Brigade, but the three matsheds were, of course, destroyed.

ANTI-SOVIET REVOLT.

UNREST AMONG RUSSIAN PEASANTS.

Riga, Jan. 15.

It is reported that much unrest prevails among the peasantry in various parts of Soviet Russia, particularly in the Ukraine and White Russia, where armed Anti-Bolsheviks are active.

Murders of over-zealous Communist officials are reported, chiefly in the Bobruisk district, where the militia and local authorities are alleged to have refused to act against the rebels, and are even co-operating with them. —Reuter.

Bulls and Inners

From the Office Butts.

The O. B. I. (avec Encyclopaedia Britannica) is bestowed upon the China Mail for its stony disregard of historical fact in attributing to Auguste Rodin the forty-seven rotund tombstones recently destroyed by fire in Japan.

This fine weather is bringing out the golf bugs.

Anyway, scraping the back of her neck isn't so hard as buttoning her up the back used to be.

So many organisations are claiming a share of the Boxer Indemnity that we think it high time the Hongkong Boxing Association applied for a grant.

Thus a Shanghai paper—"Scotch Guest (hustled out of his room at the recent Hongkong Hotel fire): 'A' recht! But mind, I'm no payin' for the bed!'"

A local contemporary advertises \$500 ties. Some people might have the neck to wear them.

Last week six pairs of corsets could be bought for a dollar. This week spats in bundles sold for a mere song. Next week's fashion combinations should prove interesting.

A contemporary announced this week that the ex-Jedjah had been proclaimed King of the Hedjaz. Mr. Wai Chao-pu will be annoyed.

Speculation has been rife concerning the Shanghai bath which has been on view at the lower Peak Tram Station. Perhaps it's to wash black scowls from the faces of taipans who got crowded out of tiffin trams.

All this talk about strike settlement is very unsettling to the particular Chinese merchants who don't want to settle.

There's a fortune awaiting the man clever enough to invent polite onions.

A Russian named Brokoff and building contractors reminds us that the rest of our days depend upon the rest of our nights.

All men are born free and equal, but some of them grow up and get married.

When Cupid hits the mark, it's nearly always a miss.

Four wheel brakes are all right but what about a few fore-sighted drivers?

"The automobile is gradually brushing aside the ricksha in China," says last Saturday's motor notes. It's a bit annoying, however, when the brushing business takes place in the vicinity of a muddy nullah!

In view of the painful suspense suffered by prominent Ise House Street residents during the descent of cumshaw coupons from an aeroplane, we suggest that such documents should be attached to horseshoes next time.

This flying business reminds us that Kowloon folk can now look down on Peakites.

These gay young things in Kowloon should remember that chaste girls are seldom chased.

These bombs seized in Hongkong must have been ordered by a finishing school.

Silence at any rate cannot be misquoted.

An optimist is a man, who, having lost a slipper in a hotel fire, keeps the other in case one day he may have a leg amputated.

One thing, revolutionists don't stay mad after they're prosperous.

As a last resource we can always get board and lodging by joining a fraternity party.

It's the fat-head more than the overhead that makes government costly.

Although some youths look a bit weird in plus fours, they are not necessarily bogey men.

We trust that the P.C.M.O. has taken steps to ascertain what these strange spots on the sun really are.

The man who stole a sampan has probably now realised that it's easier to float a concern than it is to keep going.

The husband's last word: "All right, buy the damned thing."

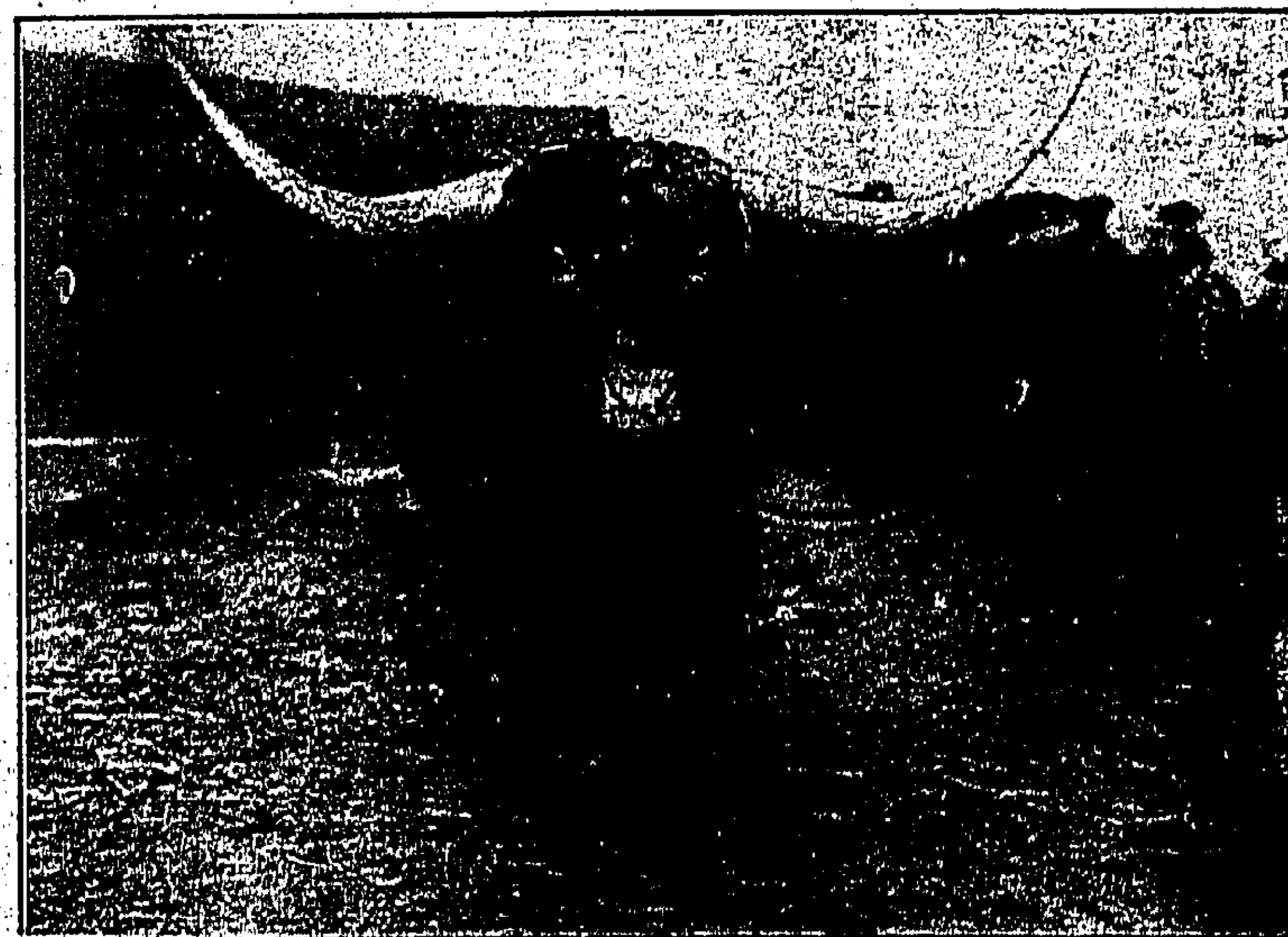
Talking about fires, saxophones, and building contractors reminds us that the rest of our days depend upon the rest of our nights.

The only time a fisherman tells the truth is when he calls another fisherman a liar.

The Chinese are a patriotic people, always filled with a zeal to save the country from one another.

Hope may spring eternal, but at the moment it appears to be suffering from arrested development.

Talking of the Horticultural Show—quite a number of people business takes place in the Colony to-day are watering stocks.



A perfect bull. No, he didn't escape from the above column; he is one of His Majesty the King's splendid Highland cattle shown at the Smithfield Club Fat Stock Show. His horns measure five feet from tip to tip.

HONGKONG HOTEL.**A CHINESE NEW YEAR EVE
AFTER-DINNER
CARNIVAL DANCE**will be held
in the**ROOF GARDEN**

on

FRIDAY, 12th February, 1926.

From 9 p.m. to midnight.

Fancy or Evening Dress Optional.

DINNER.(Including admission to Carnival Dance) \$4.00 Per Head.
7.30 p.m. to 9.00 p.m.

Table Reservations should now be made.

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There will be

TEA & DINNER DANCES

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KING EDWARD HOTEL

on the following dates:—

TEA DANCE

19th Jan. 1926. 21st Jan. 1926.

DINNER DANCE

16th January, 1926.

Further announcements to follow.

Bookings for the Dinner Dances can be made at the
Reception Office.**CLEARANCE SALE**A STOCK OF
BRITISH MADE**WHITE ENAMELLED HOUSEHOLD
PAILS WITH COVERS**

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HARDWARE MERCHANTS.

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WING WOO ST.
TEL. 25, Central.**FIREMAN'S FATAL FALL.****ACCIDENT DURING HOOK
LADDER DRILL.**Recruit's Nerve Fails When
Forty Feet Above Ground.

The story of a recruit fireman's terrible fall during fire fighting drill at the Wanchai Station, was related at the Central Magistracy yesterday afternoon, when Mr. R. E. Lindsell and a jury investigated the circumstances of his death.

Dr. Patterson, of the Government Civil Hospital, said the man was admitted on December 31 in a dying condition and died shortly after admission. At the post-mortem examination it was found that the man had a fractured spine, a fractured left arm, and two broken ribs on the left side.

In addition, he sustained a rupture of the liver and a rupture of the large intestine. Death was due to the shock following multiple injuries, which were compatible with the man having fallen a considerable distance to the ground.

Hook Ladder in Court.

A foreman in the Fire Brigade, said he was conducting a class in hook ladder drill on the day of the accident. The recruit joined the Brigade on November 12, and took part in the usual ladder drill on December 31. The drill on that day consisted of climbing up a fire escape which was extended to a height of 55 feet.

The next stage of the drill was that of climbing up the drill-tower by means of the hook ladder. A hook ladder was produced in court, and the method of using it was explained to the jury.

Witness said nine men took part in the ladder drill, and three reached the top of the tower without mishap. On previous occasions the recruits had only climbed to the fourth stage and not to the top.

Jury to Witness Drill.

The recruit ascended to the fourth stage and then hooked his ladder to the one higher up, and started to climb. The ladder appeared to be securely fixed. As he started to climb, he seemed to give the ladder a push which made it swing.

The recruit tried to catch hold of the cross-bar on the tower, but failed to reach it. He released his right hand from the rung, and fell a distance of about forty feet to the ground. Witness said there would have been no danger if the man had kept a firm grip on the ladder.

He thought the man lost his head when the ladder began to swing. Firemen were taught to hold the rungs tightly and not the upright in cases like that.

Mr. H. T. Brookes, Superintendent of the Fire Brigade, said he had never known an accident similar to this in connection with hook ladders.

Mr. Lindsell said he thought it would be advantageous if the jury could see the ladders in use, and it was arranged that the Coroner and jury should visit the Wanchai station next Tuesday morning to see the drill performed, and to continue the inquiry afterwards.

FRENCH FINANCES.

Paris, Jan. 15.

The revenue for December from normal permanent sources amounted to 3,621,000,000 francs, as compared with 2,729,000,000 last year. The total revenue for 1925 from permanent sources, amounted to 23,358,000,000, compared with 25,835,000,000 last year.—Havas.

CANTON AND HONGKONG.**RENEWED TRAFFIC REPORT
DENIED.**

(From a Correspondent.)

Canton, Jan. 14.

The writer understands that there has been a report in circulation in Hongkong to the effect that passengers will be allowed to travel freely between here and Hongkong for one week during the end of the Chinese Year. This has also been reported in Canton, from Hongkong, but is denied here. Such a proposal has been made, however, but whether it can be carried out is uncertain. It is understood that many Chinese merchants here are anxiously awaiting the cancelling of the ban on travel to Hongkong as many desire to attend to their business affairs there.

Another report in circulation in Hongkong, the writer learns, concerns the resumption of regular passenger traffic between Macao and Kowloon. So far as it can be verified this refers to the resumption of traffic between Kowloon and Chinsan (Chinese side of the Macao border). The Tai Shing Marine Kowloon S.S. Co. recently applied to the Strike Executive Committee for permission to resume regular passenger service between Kowloon and Macao but the Strike Committee only allowed traffic to Chinsan, which is still guarded by pickets.

The Hongkong Chinese Fraternity Party, which recently visited Canton, has addressed a communication to Mr. Wang, Chinese Minister of the Nationalist Government, thanking him for the hospitality granted to the Party and expressing appreciation for the work done by him in Canton. The Overseas Chinese Observation party is expected here next Monday.

OBITUARY.

ENRICO TOSELLI.

A Court Scandal Recalled.

Florence, Jan. 15.

The death is announced of the musician, Enrico Toselli, formerly attached to the Court of Saxony, whose intimacy with the ex-Crown Princess Louise created a scandal when they eloped before the war. Subsequently they married and were later divorced.

Later.

Princess Louise, whom Toselli married in London in 1907, was an Austrian Archduchess, and a former wife of the King of Saxony, who divorced her in 1903, when she received the title of Countess of Montignoso. Toselli and his wife separated in 1911, but were not divorced. His reputation as a composer rests on his well-known serenade.—Reuter.

CANADIAN POLITICS.GOVERNMENT'S NARROW
MAJORITY.

Ottawa, Jan. 15.

A five days debate in the House of Commons terminated in the rejection by 123 votes to 120 of a vote of non-confidence moved by Mr. Meighen, leader of the Opposition.

Loud cheers marked the relief of the tension existing owing to the uncertainty of the result coupled with the fact that an adverse vote would have immeasurably upset the political situation. In a last-moment speech, Minister Poirer declared the Government did not regard the defeat of the amendment as general approval of the Government record for four years and promised the Government would resign if any future legislation was disapproved. Meanwhile, the only practical course was to avoid a new general election.—Reuter.

THE LATE QUEEN MOTHER.**R.A.O.B.'S TELEGRAM OF
CONDOLENCE.**

The Hon. Mr. E. R. Hallifax, acting Colonial Secretary, has communicated with the local secretary of the R.A.O.B. in the following terms, relative to a telegram of condolence sent on the occasion of the death of H.R.H. Queen Alexandra:

"In a despatch from the Secretary of State for the Colonies, dated December 28, 1925, the following was sent in reply to a telegram of condolence from the R.A.O.B. on the occasion of the death of Queen Alexandra:

"The telegram was laid before H.M. the King, and I am to convey to the R.A.O.B. through you, the appreciation of His Majesty for the expression of sympathy contained in the telegram."

CURE FOR LUPUS.FRENCH PHYSICIAN'S
REMEDY.

Paris, Jan. 15.

The *Matin* reports that the physician, Dr. Auregan, has invented rapid and efficient healing for lupus by deep scraping, followed by cementing with permanganate of potash.—Havas.**THE NAVY'S CHOICE****Cates'**
ORIGINAL**PLYMOUTH GIN**

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EVERYWHERE.

LATEST

**JANUARY
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CIGARETTES

There is a subtle charm & smoothness in the CAPSTAN flavour — both pleasing & distinctive.

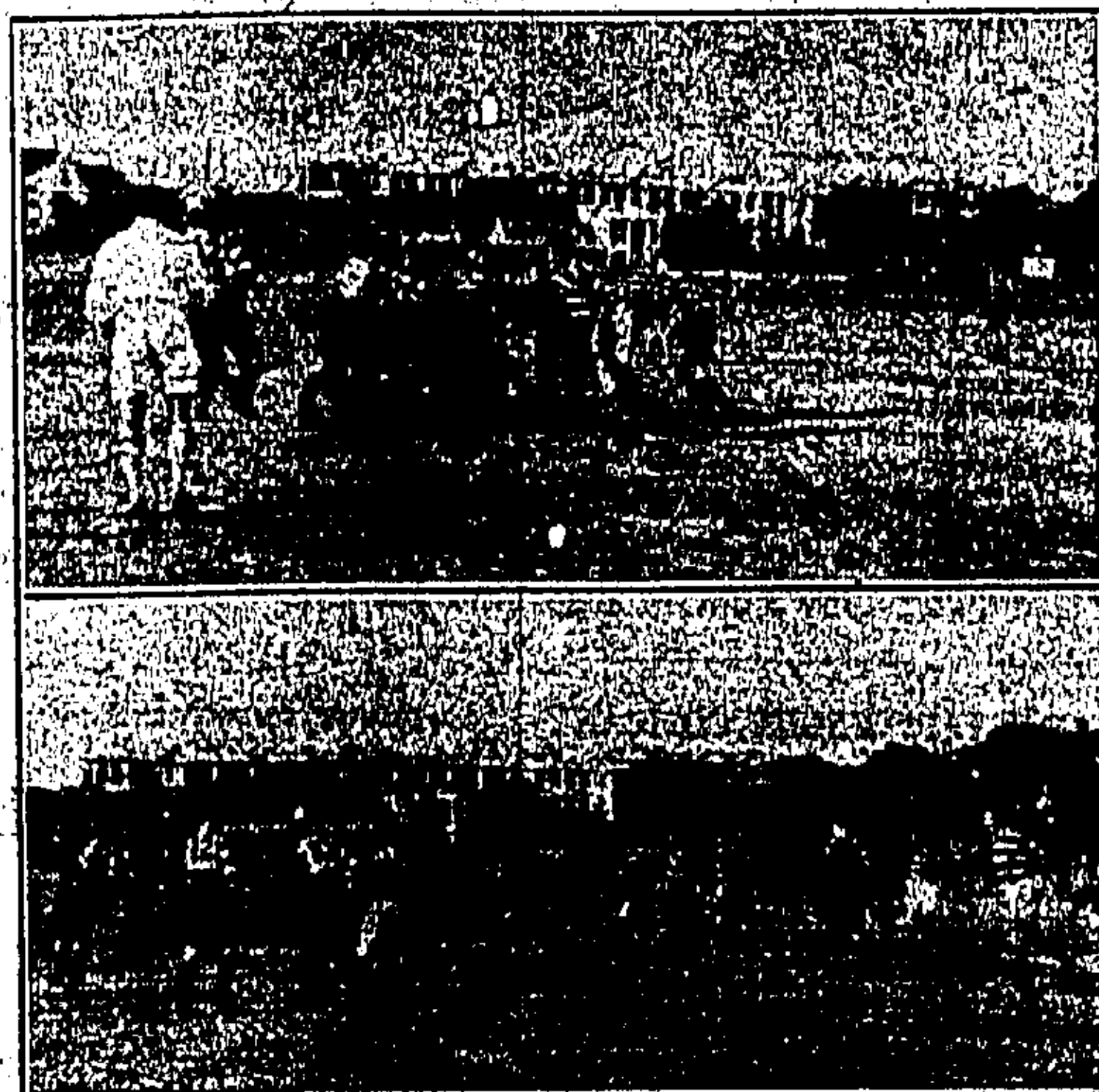
Loss of weightoften leads to
extreme weakness,
even consumption.
SCOTT'S Emulsion
builds the body,
enriches the blood,
aids digestion and
leads to increased
weight and better
health. Ask for**SCOTT'S
Emulsion**
The protector of life**SALESMAN \$AM.**

Leave it to Sam

By Swan



Group photograph of the Hongkong Rugby Football team, which defeated the Navy last Saturday by eight points to six. (Photo: Ming-Yuen).



Play in progress at the Club v. Navy Rugby football match. (Photo: Ming Yuen).



Snapshots taken on Queen's Pier on Saturday last when the Hon. Mr. A. G. M. and Mrs. Fletcher departed for Ceylon, to which Mr. Fletcher goes as Colonial Secretary. (Photos: Mee Cheung.)



Here is seen the steam launch Choy Fat after she became partially submerged off Pottinger Street early on Monday morning by being driven by heavy seas against a stone pier. (Photo: Mee Cheung.)



Having fed at a Nestle's hot milk stall in Amoy, these young Chinese are seen with leaflets issued by the Company.



Graduates who were awarded degrees at Tuesday's Congregation of the Hongkong University. The Vice-Chancellor, Mr. W. W. Hornell, is seen seated in the centre. The group is also interesting because of the presence of a lady graduate, Miss I. Ho Tung. (Photo: A. Fong.)



Five graduates, with Professor Hinton and lecturers, of the Arts Faculty (Commerce Section), of the Hongkong University, who received their degrees on Tuesday. (Photo: A. Fong.)

Fancy Half Hose



Our great variety of socks in plain colours, mixtures, checks and striped designs, at reasonable prices, offer ample scope for expressing your individual taste. See window display.

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WATCH AND CHRONOMETER MAKERS, JEWELLERS
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Ware, Watches and Clocks always on hand.

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British Admiralty Charts	Heath Sextants, Night Glasses etc.,
Kelyin Navigational Instruments	Stanley Drawing Instruments
Ross London Telescopes & Binoculars	Wett's Theodolites, Levels etc.,

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varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established ... 1855.

After Shopping

Either as a *rendezvous*, or a restful retreat after a
busy day's shopping, Wiseman's new lounge has
that personal appeal that makes all the difference.

Morning Coffee or Afternoon Tea daintily pre-
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Fragrant Coffee a Speciality.

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a photo of their dear ones overseas. The Ming Yuen Studio
is fitted with the most modern photographic equipment and
will be pleased to show you specimens of their work.

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DRESSES

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HONGKONG.

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25 WORDS FOR \$1.00
(\$1.00 if not prepaid)

The following replies are a waiting collection—

1314, 1320, 1376, 1334, 1385,
1392, 1342, 1397, 1409, 1418,
1375

TUITION

SPANISH LANGUAGE TUITION—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

BOARD RESIDENCE.

Victoria Hotel, quiet residential apartments, full board from \$4.00 daily, special family rates, 1 minute from ferry, next new hotel, Hankow Rd Kowloon, Tel. K. 357

PREMISES TO LET

TO LET—European Flats to lot No. 2, Peking Road, Kowloon. Ground First and Second Floors with modern conveniences. Occupation February 1st. Apply Lee Kee, 21 Wellington Street, Tel. C. 1483.

TO LET—1st April—30th Nov. Modern, completely furnished, comfortable flat, in Central district, suit two bachelors. Apply Box No. 1434 c/o "Hongkong Telegraph"

TO LET—Furnished Flat, Kowloon, Modern sanitation, Geyser. Eight minutes walk from Ferry. Apply Box No. 1433 c/o "Hongkong Telegraph."

TO LET—Two large rooms excellently situated for offices on the 2nd floor and one large room on the 3rd floor of "St. George's" Building facing Ice House Street. For terms and particulars apply to Hongkong & China Gas Co., Ltd., "St. George's" Building.

TO LET—No. 57 Robinson Street. Apply to Comptroller Department Messrs. Shawan, Tomes & Co.

TO LET—self contained flat in Armenian Buildings, Kowloon. Four large rooms, kitchen, servants quarters &c. furniture and fittings may be taken over if required. Apply Post Office Box 609, Hongkong.

TO LET—One European flat, Wanhai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TO LET—Two newly constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Kee, New Bank Building.

HONGKONG JOCKEY CLUB.

Third Day, 7th Race, 3rd. March 1926

The United Services Cup.

Notice is hereby given that the conditions for this Race have been altered and should read as under—

CONDITIONS. A Cup will be presented to the Winner with \$400 added. Second \$250. Third \$150. For China Poles the "bona fide" property of and to be ridden by Officers of H.M.'s Regular Forces. "Polo Poles" loaned by Officers will, for the purpose of this Race, be considered as the "bona fide" property of such Officers. Catch weight at 160 lbs. Entrance \$5. Once Round (about 7 Furlongs 55 yards).

MISCELLANEOUS.

EVERLITE Dynamo Pocket Lamp; no batteries; no re-bills required. Never wears out. Six months' free guarantee \$10.00 each. Montgomery O'Brien & Co. 10, Des Voeux Road. Tel. 4630

FOR SALE.

FOR SALE—Just arrived from Australia. Pedigreed Scottish Terriers, Fox Terriers and Airedales; also Trained Sporting Dogs. Apply Phillips c/o Fred Kew & Co. Alexandra Buildings.

S. P. C. A.

FOUND on Barker Road, a White Shaggy Dog with black markings. Female. Apply Dog's Home.

CHINA COAST OFFICERS' GUILD

and
MARINE ENGINEERS' GUILD OF CHINA.

A COMBINED MEETING of the members of these Guilds will be held at the Guilds' Offices, Sailors' Home, West Point, on SUNDAY, 17th January, 1926, at 10 o'clock a.m.

Business Important.

T. T. LAURENSEN,

Asst. Secretary, C.C.O.G.

W. J. STOKES,

Branch Secretary, M.E.G.C.

Hongkong, Jan. 15, 1926.

HONGKONG JOCKEY CLUB.

Entries for the forthcoming races close on Saturday, January 23rd 1926, at 3 p.m. and must be sent to the Secretary c/o Linstead and Davis, Alexandra Buildings, on or before this date.

Entry Forms are now ready and can be had at the Jockey Club Stables, Race Course, Hongkong Club or Linstead and Davis.

COKE.

Tenders are invited for the purchase of 500 Tons of gas Coke, half ex works West Point and half ex works Kowloon.

Tenders should be submitted on or before 20th January 1926 addressed to the Manager. The Company do not bind themselves to accept the highest or any tender.

HONGKONG & CHINA GAS CO., LTD.

NOTICE.

In order to avoid misunderstanding, we beg to inform the public that we are the Authorised Agents for Michelin Tyres in South China, having been appointed by the China Manager of M. Michelin & Cie, Clermont Ferrand, France, on 27th April, 1925.

J. GIBBS & CO.

Alexandra Building,
4th floor.
Hongkong, January 12, 1926.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY EIGHTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd. on WEDNESDAY 27th January 1926 at noon for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December 1925.

The REGISTER of Shares of the Company will be CLOSED from Friday, 15th January to Wednesday, 27th January, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors.

L. S. GREENHILL,
Secretary.

Hongkong, 7th January, 1926

G. R. NOTICE. Dog Licence.

Owners of dogs are reminded that their dogs should be licensed for the year 1926 before the end of January.

P. P. J. WODEHOUSE,
Captain Supt. of Police.
Hongkong, 15th January 1926.

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THIS COMPANY will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd. on THURSDAY, the 23rd January, 1926, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1925.

The Register of Shares of the Company will be CLOSED from Wednesday, the 20th January, 1926, to Thursday, the 28th January, 1926, both days inclusive. By Order of the Board of Directors.

F. H. CRAPNEILL,
Acting Secretary.

Hongkong, Jan. 15, 1926.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO' ANTWERP, LONDON and STRAITS

The Steamship

"BENAVON"

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 19th inst., 1926 will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before 2nd Feb., 1926 or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on the 19th inst., 1926 at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 12th Jan., 1925.

THE HONGKONG HOTEL GARAGE The Hongkong & Shanghai Hotels, Ltd.

Motor Coach Service to Repulse Bay Daily
STARTING ON MONDAY 18TH JANUARY

Leave HONGKONG HOTEL	Leave REPULSE BAY
7.45 a.m.	8.15 a.m.
9.30 a.m.	9.45 a.m.
11.00 a.m.	9.15 a.m.
12.45 p.m.	10.00 a.m.
3.00 p.m.	11.30 a.m.
4.00 p.m.	2.30 p.m.
5.00 p.m.	4.30 p.m.
5.30 p.m.	6.00 p.m.
6.30 p.m.	7.00 p.m.
7.30 p.m.	8.30 p.m.
11.45 p.m.	12.00 mid-night

SATURDAYS

7.45 a.m.	8.15 a.m.
9.30 a.m.	9.45 a.m.
11.00 a.m.	9.15 a.m.
12.45 p.m.	10.00 a.m.
1.30 p.m.	11.30 a.m.
to	2.30 p.m.
6.00 p.m.	to
7.30 p.m.	7.00 p.m.
12.00 mid-night	8.30 p.m.
	12.00 mid-night

SUNDAYS & HOLIDAYS

7.45 a.m.	8.45 a.m.
9.00 a.m.	10.15 a.m.
10.30 a.m.	11.30 a.m.
11.30 a.m.	2.00 p.m.
12.30 p.m.	to
2.00 p.m.	7.00 p.m.
to	8.30 p.m.
6.00 p.m.	11.30 p.m.
7.30 p.m.	
10.00 p.m.	
11.30 p.m.	

Hongkong St. Andrew Society

Burns Anniversary Dinner Hongkong Hotel

Monday 25th January.

Will members intending to be present please advise the undersigned not later than Monday 18th instant.

H. E. D. ADAMS.

Mr. A. G. da Rocha

PUBLIC AUCTION.

By Order of the Mortgagee.

Mr. A. G. da Rocha has received instructions to sell by Public Auction on

WEDNESDAY

the 20th day of January 1926 at 3 o'clock in the afternoon at his Salesroom, D'Aguilar Street, Victoria, Hongkong.

THE VERY VALUABLE LEASE-HOLD PROPERTY.

situate at Conduit Road Victoria aforesaid and being Inland Lot. No. 1528.

IN ONE LOT.

The area of the land is 20,000 Square Feet or thereabouts.

The property comprises the European messuage known as "Ranfurly" No. 11 Conduit Rd. Further particulars and conditions of sale may be obtained from the office of—

MESSRS. DEACONS,
1, Des Voeux Road, Central,
Dendor's Solicitors or
Mr. A. G. da Rocha
the Auctioneer.

ITALIT

Gold Medal Asbestos
Corrugated and Flat
Sheets.

The only manufacture
of its kind which has
secured a gold medal.

STOCKS CARRIED

SHEWAN, TOMES & Co.

Import Department.
Sole Agents.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions from Messrs. Kwong Wing Hing to sell by Public Auction on

Monday, the 18th, January 1926 commencing at 11 a.m.

at their Sales Room, Duddell St. (for account of the concerned)

200 Bags No. 24 Java White Sugar—1925 July Shipment from Java.

50 Bags No. 24 Java White Sugar—1925 August Shipment from Java.

800 Bags No. 24 Java White Sugar—1925 September Shipment from Java.

3400 Bags No. 24 Java White Sugar—1925 October Shipment from Java.

9300 Bags No. 24 Java White Sugar—1925 November Shipment from Java.

(All the above goods are now stored in Godown No. 18, The China Provident, Loan and Mortgage Co., Ltd. West Point.)

(Should intending buyers wish to purchase smaller lots than stated above, it will be necessary for them to inform the Auctioneers before the sale.)

Terms:—As Customary

LAMMERT BROS.

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from Messrs. Soing Hin to sell by Public Auction on Monday, the 18th, January 1926 commencing at 11 a.m.

at their Sales Room, Duddell St. (for account of the concerned)

3900 Bags No. 24 Java White Sugar—1925 May Shipment from Java.

2200 Bags No. 24 Java White Sugar—1925 June Shipment from Java.

12000 Bags No. 24 Java White Sugar—1925 July Shipment from Java.

900 Bags No. 24 Java White Sugar—1925 August Shipment from Java.

1600 Bags No. 24 Java White Sugar—1925 September Shipment from Java.

800 Bags No. 24 Java White Sugar—1925 October Shipment from Java.

650 Bags No. 24 Java White Sugar—1925 November Shipment from Java.

(All the above goods are now stored in the Godowns of The China Provident, Loan and Mortgage Co., Ltd.)

(Should intending buyers wish to purchase smaller lots than stated above, it will be necessary for them to inform the Auctioneers before the sale.)

Terms:—As Customary

LAMMERT BROS.

Auctioneers.

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction on

Monday the 18th January 1926

Commencing at 11 a.m.

at their Sales Room Duddell St.

A Quantity of Household

Furniture and Sundries

Terms:—Cash on delivery

LAMMERT BROS.

Auctioneers.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.
IMPORTERS, EXPORTERS &
GENERAL BROKERS.

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, on

THURSDAY,

the 21st January, 1926, commencing at 2.45 p.m., at No. 2, Tantalum Terrace, Kowloon Dock, Hunggham.

A Quantity of Valuable Household Furniture.

(Catalogues will be issued).

On view from Wednesday, the 20th January, 1926.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, Jan. 15, 1926.

By Order of the Mortgagees

Of the Valuable Leasehold property situate at Victoria, Hongkong, and known as

Section C of the Northern Portion of the Praya Reclamation to the remaining Portion of Marine Lot. No. 69 together with No. 39 Des Voeux Road, West and No. 71 Connaught Road, West erected thereon. Area 2,420 square feet. Crown rent \$44.71.

To be sold

in one Lot.

by

PUBLIC AUCTION

On Tuesday the 26th day of January 1926, at 3 o'clock p.m. at their Sales Rooms, Duddell Street, Victoria, Hongkong.

by

Messrs. LAMMERT BROS., Auctioneers.

For further Particulars and Conditions of Sale Apply to Messrs. JOHNSON STOKES and MASTER

Prince's Building, Hongkong.

or to

Messrs. LAMMERT BROS., The Auctioneer.

Hongkong 12th January 1926.

By Order of the Mortgagees

Of the Valuable Leasehold property situate at Victoria, Hongkong, and known as

Marine Lot. No. 345 together with No. 119 Connaught Road, Central and No. 237 Des Voeux Road Central erected thereon. Area 2,240 square feet. Crown rent \$2.00

and

Marine Lot. No. 346 together with No. 120 Connaught Road Central and No. 239 Des Voeux Road Central erected thereon. Area 2,228 square feet. Crown rent \$42.00.

To be sold

in two Lots

by

PUBLIC AUCTION

On Tuesday the 26th day of January 1926, at 3 o'clock p.m. at their Sales Rooms, Duddell Street, Victoria, Hongkong

By

Messrs. LAMMERT BROS., Auctioneers.

For further Particulars and Conditions of Sale Apply to Messrs. JOHNSON STOKES and MASTER

Prince's Building, Hongkong.

or to

Messrs. LAMMERT BROS., The Auctioneers

Hongkong 12th January 1926.

INDEPENDENCE OF PHILIPPINES.

PRESIDENT'S FRIENDSHIP WITH DELEGATE.

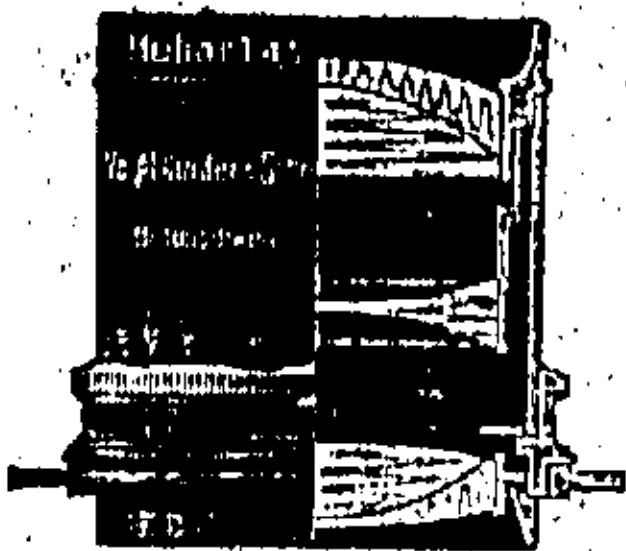
Washington, Jan. 9.—Evidence of growing friendship between President Coolidge and Senator Osmena of the Philippines, as well as Mrs. Coolidge and Mrs. Osmena, is the subject of much gossip in Congressional quarters and has set tongues wagging in both political camps. Democrats charge the Republicans with attempting to torpedo the independence movement in the Philippines by kind words and courtesy, but the Republicans say they do not know what it means.

Since the publication of his message to Congress, the President has shown marked attention to Osmena on frequent occasions. A source near the White House said that the President and Osmena had become warm personal friends. New Year Day, the delivery car of the White House florist drew up to Osmena's residence and left a huge bouquet of American Beauty roses addressed to Mrs. Osmena with the compliments of President and Mrs. Coolidge.

It is said that nothing of political importance transpired of the private White House luncheon for Senator and Mrs. Osmena a fortnight ago, but the very fact that the meeting was so obviously social, only added zest to the gossip.

Again, last Wednesday night, Senator Osmena and his wife were among the honoured few selected to attend the Presidential reception to the judiciary, and other guests have since commented on the unusual cordiality between the host and the head of the Filipino independence mission.—United Press.

Voigtländer



HELIAR 1:4, 5

THE LENS THAT MADE Mr. MATZENE FAMOUS!

SANDER, WIELER & CO.

TEL. C. 4411.

1ST FLOOR POWELL'S BUILDING.

ALBERT

FRENCH PASTRY COOK

22, Queen's Road, Central



— is making his name better known every day by his French Cooking, done exclusively with fresh butter.

The amateur "gourmet" fond of "Marseilles Bouillabaisse" "Escargots de Bourgogne" and all other famous French dishes can go to "Albert" with confidence.

FRENCH WINES—CHAMPAGNES—LIQUORS
DINNERS TO ORDER

Tiffins and Dinners served from 10-30 a.m. to midnight.

French Cakes and French Chocolates made by "Albert" himself.

Nice selection of French fancy boxes just arrived from France by the "Andre Lebon."

THOS. COOK & SON, Ltd.

THOS. COOK & SON (Bankers), Ltd.

Tourist, Steamship and Forwarding Agents, etc.

Have removed to new premises in
Pedder Building (First Floor)
12, Pedder Street.

Opposite entrance to Hongkong Hotel.

Columbia

New process RECORDS

"MEANDERINGS OF MONTY" (Milton Hayes)

- 3233 { THE GENERAL OUTLOOK
THE NEAR EAST
- 3313 { POLITICS
YOU KNOW WHAT I MEAN
- 3475 { MONTY AT WEMBLEY
MONTY ON ADVERTISING
- 3504 { HINTS ON HEALTH
BOLSHEVISM AND THE LIKE
- 3728 { MONTY ON FASHIONS
MONTY ON BURGLARS

AT

ANDERSON'S

NORWAY-ALASKA AIR LINE.

PREPARING TO BLAZE NEW NORTH TRAIL.

Oslø, Norway, Jan. 7.—It was announced to-day that Raoul Amundsen and Lincoln Ellsworth, young American millionaire, had agreed to share honours in an attempt to open up a dirigible route across the top of the world from Norway to Alaska. The expedition will be made in the later spring and summer of this year under the auspices of the Norwegian Aero Club.

Lieutenant Riiser-Larsen, second in command of the attempt to reach the north pole by airplane last summer, said that their route for the dirigible flight would be from King's Bay, Spitzbergen, across the pole to Point Barrow, the most northerly point in Alaska. The personnel of the second expedition will be virtually the same as in 1925 and it is understood that Ellsworth will once more bear half the expenses of the trip.

There will probably be 12 to 15 men in the party including a wireless operator and one meteorologist. It had been their plan last year to cross over the polar regions to Alaska but this idea was abandoned at the last minute in favour of a less hazardous flight for purposes of reconnaissance and exploration.

There was nothing in to-day's announcement to confirm the fact but it is generally understood that the expedition will have considerable British backing. Colonel Francis Forbes-Semphill, one of the wealthiest aircraft constructors in England, has long been nursing a project for opening a new trail from London to the Far East. He points to the fact that Tokyo is now 9,000 miles and three weeks away from London, whereas by dirigible across the pole it would be only 4,500 miles and a little more than three days. He is confident that two or three years will see established regular freight and passenger service from London to Tokyo via Alaska, Saghalien and the northern Japanese islands.—United Press.

£800-A-YEAR JOB.

NOT A SINGLE BRITISH APPLICANT.

Speaking at a Royal Society of Arts lecture on "The Imperial College of Tropical Agriculture, Trinidad," Sir Edward Dawson, whose family has for generations been associated with the produce industries of British Guiana, told of his efforts to find a man of about 30 to fill a post on his firm's sugar estates. The commencing salary was £800 a year, and the post had prospects.

To his great disappointment he had not a single application from a British subject who could fulfil the conditions, while from the United States he had numerous applications from men with the necessary qualifications.

Professor H. E. Armstrong, Emeritus Professor of Chemistry, City and Guilds College, South Kensington, said that Britain's tropical Empire had been won by young men of courage and individuality, and the present system of education, with its too great dependence on examinations, was educating all the courage and individuality out of the younger generation.

VITAMINE "A" ISOLATED.

IMPORTANT DISCOVERY IN JAPAN.

Work on vitamins, the mysterious substances which seem indispensable to healthy growth in animals and man, has assumed an entirely new and remarkable aspect if the claims put forward by four Japanese biochemists are substantiated.

Some of the best scientific brains in all countries have during the last years been intensively occupied with the study of vitamins, the detection of their presence or absence in foodstuffs, and the consequent effect of diets rich or deficient in them on human and animal organisms. Several of these vitamins have already been located, but until now they had not been obtainable in a pure state from the substances containing them.

It is known, even to the lay public, that cod-liver oil contains two vitamins, "A" and "D," in large amounts. Vitamine "D," it has recently been established, is replaceable by ultra-violet light. Absence of this vitamin or of sufficient light, or of both, causes rickets. The absence of vitamine "A" causes a certain eye disease in infants, which may lead to blindness, and increases the susceptibility of all beings to many diseases.

The eye disease caused by the want of vitamine "A" is particularly prevalent in Japan. It can therefore be appreciated how important to that country is the work which has been done at the Tokyo Institute of Physical and Chemical Research, and which has led to the isolation of this vitamin from cod-liver oil, and also from green leaves. The team which carried out the researches consisted of Messrs. K. Takahashi, Z. Nakamiya, R. Kawakami, and T. Kitasato.

The discoverers of the substance have named it "Bio-sterin," because it is absolutely essential to life, and has the chemical properties of a group of waxes known as sterols. It is a reddish yellow oil of which one pound was obtained by various chemical methods from two tons of cod-liver oil. It is also present in spinach and other vegetable matter, and, on submitting dried green leaves to an appropriate process, another halfpound of it was obtained.

BRITISH FILM CRISIS.

COMPANIES COMPELLED TO AMALGAMATE.

Foreign competition, chiefly American, has prevented the successful establishment of a British film industry, and the Stoll Film Co., which has made a praiseworthy effort to overcome the difficulties, is unable to carry on as a separate undertaking. It is hoped that the Government, which is understood to recognise the political unwisdom of having British pictures excluded from cinema screens all over the world, and even throughout the British Empire, will come to the rescue in some effectual way.

As the Stoll Film Co. is accumulating losses, it is considered desirable to amalgamate with the Stoll Picture Productions, Ltd., on terms which will preserve to shareholders an interest in the industry.

MANTLE OF GLADSTONE.

MR. LLOYD GEORGE'S "CALL TO NATION."

Mr. Lloyd George at Leeds on Dec. 13 delivered a speech on his land reform proposals.

Referring to the gathering of representative Liberals which had met during the past week to consider the proposals, he said: "We were not all of one mind when we began, but we were all of the same opinion when we ended."

Changes had been made by compromise, but there was no fundamental change in the plan. Substantial agreement had been reached at that representative gathering regarding the policy which the Liberal party meant to submit for ratification to the great Liberal Convention which was to be held later.

That Convention would be of a character such as had not been summoned, he thought, in the history of Liberalism since 1891, when the Great Convention was summoned under the auspices of Mr. Gladstone to decide on rural policy.

Lord Oxford and Asquith, leader of the Liberal party, had approved the proposals and suggested a vigorous campaign.

It was true, however, Mr. Lloyd George added, that all Liberals did not agree with the proposals. "A DEEP WRONG."

He proceeded: "This is a call to the Nation to deal with a great evil and a deep wrong."

Land which was a necessary of life was being administered by a monopoly in a way which was detrimental to the industry, prosperity and health of the people.

The time had come for the nation to exercise a more direct authority over that vital commodity and its uses.

The great task which was in front of the parties was the liberation of the Nation from this strangling monopoly of the land.

Was the Liberal party capable of undertaking it? He was confident that it was.

Referring to the suggestion that he had undertaken this land policy in order to get back to office, the Liberal ex-Premier declared he had a longer stretch of office than any living man.

He had served the Crown and the Nation in some of the highest offices in the State.

If now he chose in a more obscure, in a more humble position, against many difficulties and amid many humiliations, to continue his task in public life, it was because he wanted to spend the rest of his life in serving the people from whom he sprang.

Two interesting literary birthdays have just been celebrated. That veteran critic, Professor George Saintsbury, has turned 80, and was the recipient of hearty congratulations from his numerous friends. The poet Laureate, Dr. Robert Bridges, is actually a year older. But, even so, he is able to give us a new book of charming verse.

A report issued by the British School at Athens gives an account of the work undertaken at Sparta. The Theatre has been largely cleared, and the stage has been found to contain remains indicating several periods of building, the latest of which may be Hellenistic. On the Acropolis of Sparta was found a fine portrait statue of a warrior, unfortunately lacking both arms but otherwise complete to the waist, which may represent Leonidas and is certainly of the fifth century B.C.

For The COMING RACES.

GOERZ CAMERAS BINOCULARS.

The Best in the world

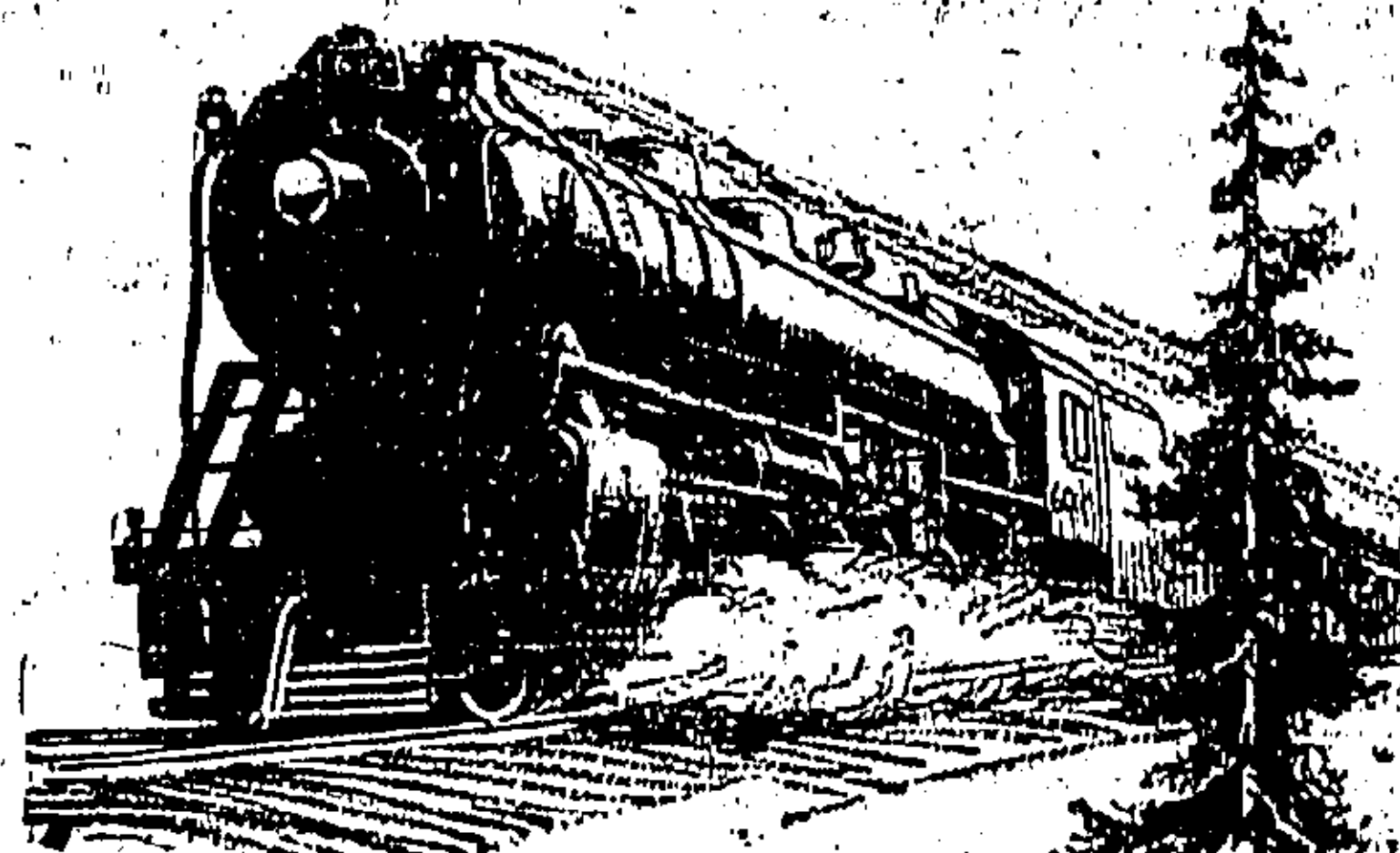
NEW STOCK JUST ARRIVED.

HALL, LAW & Co., Ltd.

PHONE 3217

30-32, DES VOEUX ROAD, C.

"EVERY MILE A PICTURE."



TRAVEL HOME

via

THE NEW ROUTE



VANCOUVER—MONTREAL—NEW YORK.

Mt. Robson, highest of all Canadian Rockies.
Golf and comfort Jasper National Park Lodge.
Vast Forests and Grain Fields.
The Great Lakes and Niagara Falls.

Specially designed equipment in Trans-Continental Trains—Unsurpassed Dining Car Service at moderate rates—Radio-equipped Observation Cars.

For Illustrated Literature and Rates Apply:

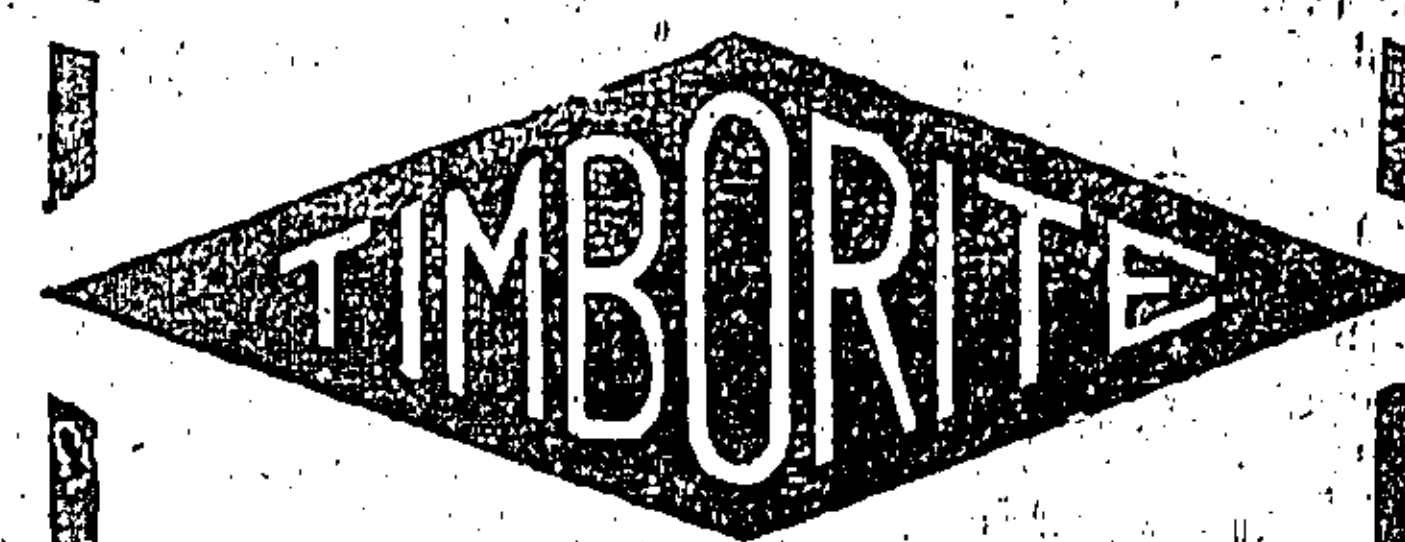
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ASIATIC BUILDING

Queen's Road
Central.

CANADIAN NATIONAL RAILWAYS

Preserve and decorate the Woodwork
of your House
with



WOOD PRESERVATIVE AND STAIN COMBINED

IN
THREE SHADES OF BROWN

AND
THREE SHADES OF GREEN

STOPS Dry Rot, Decay and Destruction by White Ants

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Agents:

S. C. LAY & CO.
Alexandra Building—Telephone C. 733.

WILKINSON, HEYWOOD & CLARK,
Shanghai, Hongkong.

"RAJAH BONBONS"

1 lb.
and
½ lb.
Tins



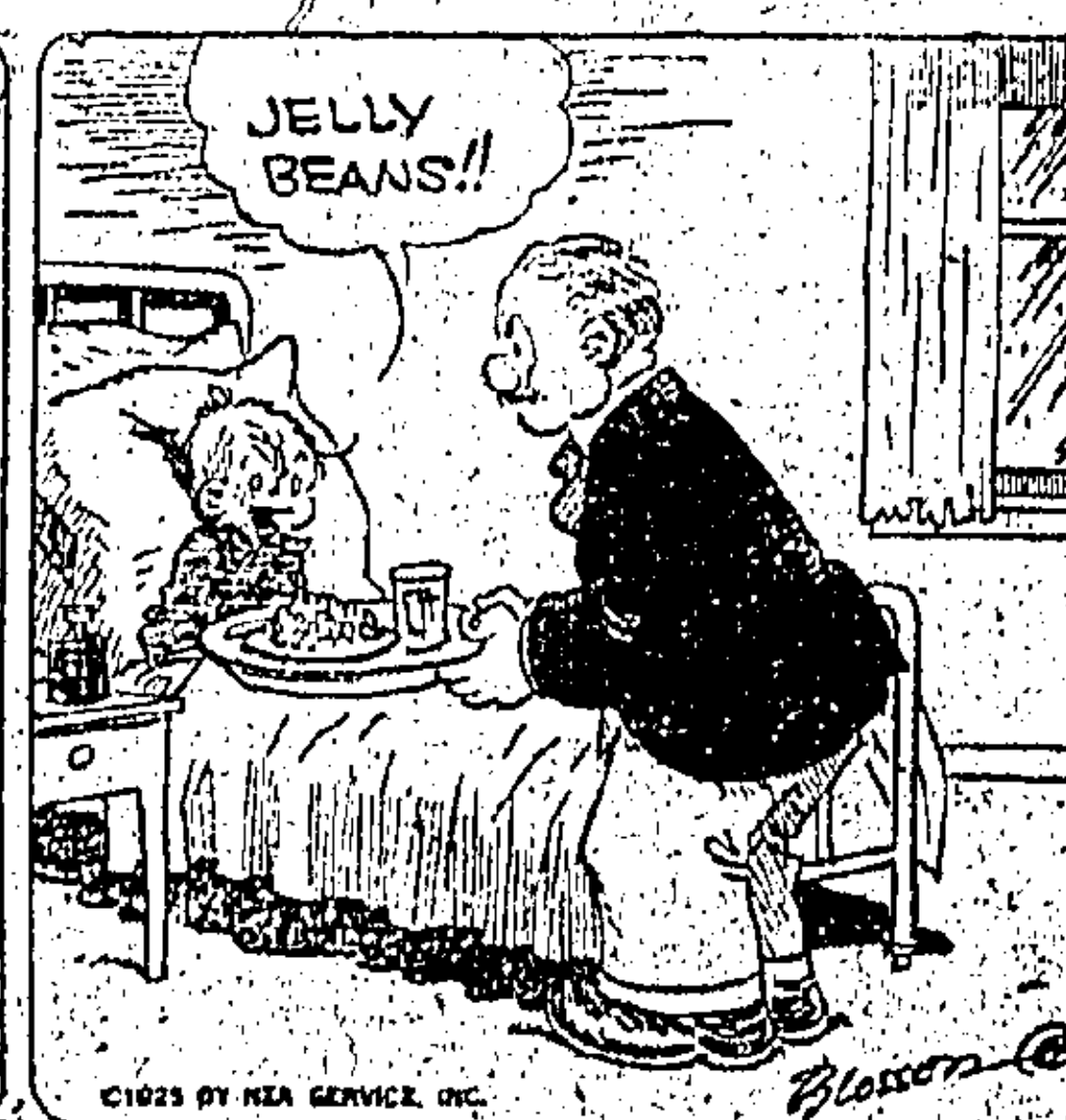
From
All
Stores

FOR THE DINNER TABLE

FRECKLES AND HIS FRIENDS

His Kind!

By Blosser



WATSON'S AERATED WATERS ARE PREPARED FROM REAL FRUIT ESSENCES.

GUARANTEED ABSOLUTELY PURE.

LEMONADE—Has the real essence obtained from Lemons grown in Southern Italy.

RASPBERRYADE—Is prepared with the juice of raspberries grown in England and Tasmania.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

STONE GINGER BEER—The only genuine Stone Ginger Beer in the East. Prepared by a special process of fermentation which gives it the distinctive flavour which is so pleasing to the palate.

SOLE AGENTS—

A. S. WATSON & Co., Ltd.

AERATED WATER MANUFACTURERS.
ESTABLISHED 1841.

The Greatest Piano Value is the MOUTRIE

Liberal Discount for Cash, or small
Monthly Instalments

Catalogue on request

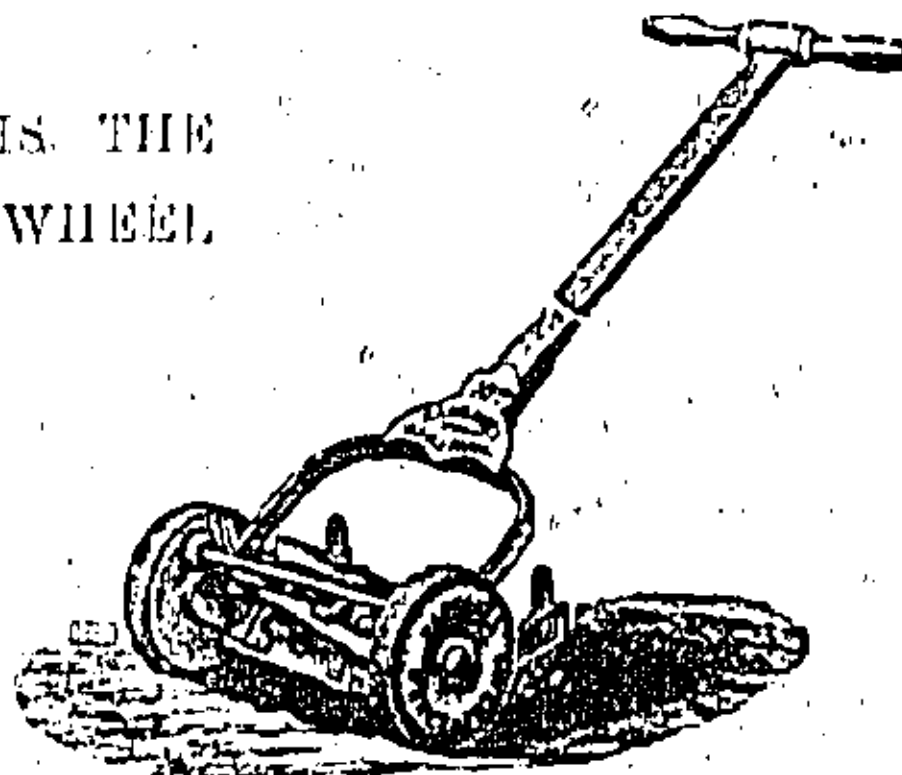
S. Moutrie & Co., Ltd.

CHATER ROAD.

RANSOME'S

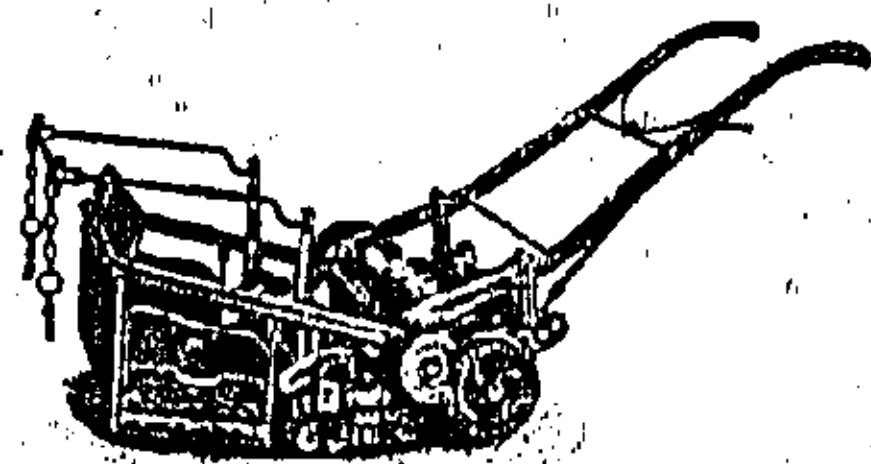
LAWN MOWERS AND ROLLERS.

RANSOME'S
"ANGLO PARIS" IS THE
BEST LIGHT SIDE WHEEL
MACHINE MADE
the cylinder is fitted
with six blocks, and
does the best work
possible.



12"	14"	16"	20"	Complete with Grass Box
\$70	\$80	\$90	\$100	

PRICE \$500



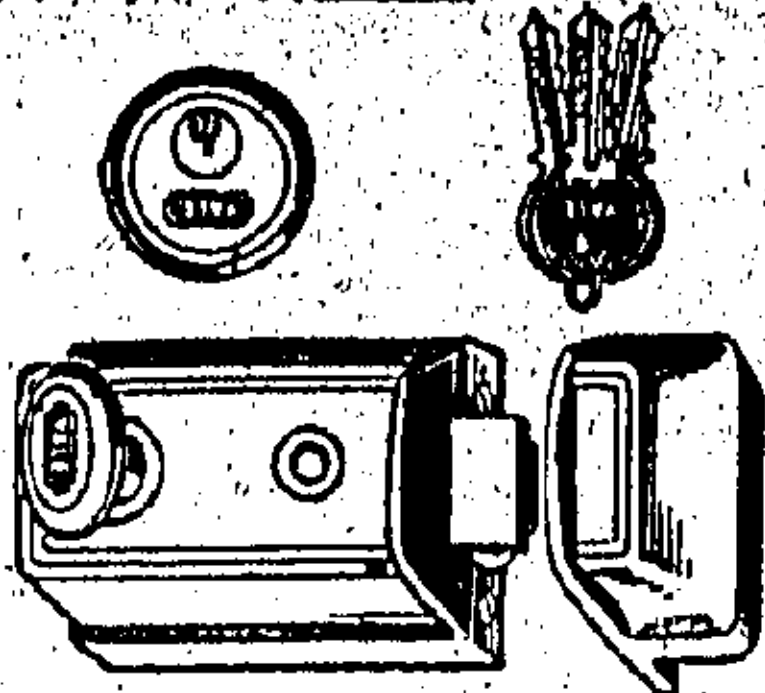
PRICE \$500

26" Pat Pony Mower with sliding Grass Box, Patent Spring Handles, Double Angle Cutters, Single Screw Cylinder Adjustment and Double Angle Cutters.

SOLE AGENTS

LANE, CRAWFORD, LTD.

PHONE 4567.



Whenever you leave your house you leave it Safe—if your door is fitted with a YALE Night-latch.

A Yale Cylinder Night-latch cannot be picked or forced, and can only be opened by the proper key. The word 'YALE' means absolute security.

If your dealer cannot supply you with the Yale Night-latch you require—WE CAN.

MUSTARD & CO., LTD.

16-17, Connaught Road, Cent.

The Telegraph.

SATURDAY, JAN. 16, 1926.

IN THE DOLDRUMS.

It is seventeen years ago since so small a quantity of tonnage was under construction in British shipyards, the amount being only 885,000 tons—a decrease of 124,000 tons as compared with the previous quarter, and 412,000 tons below the figure for 1924. Such was the disquieting news cabled by Reuter two days ago, and it can with truth be said that the depression in the shipping industry which set in after the collapse of the post-war trade boom has been the longest and most acute within living memory. It has been truthfully observed that shipping depends for its prosperity on the general trading activity of the world, and everyone knows that business to-day is slow and meagre in quantity. Large quantities of shipping are lying idle, there is much unemployment among seafarers, dock and shipyard workers, and there have been agreed reductions in wages for floating staffs. Not until cargoes become more plentiful can there be any hope of improvement, and it is, therefore, to the freight market that one must look for the barometer of shipping. The year 1925 has shown extremely narrow limits within which the world's trade has been carried on, and there has been keen price-cutting bidding for the carrying of goods. From the standpoint of the Home shipper, the falling off in the coal trade has been a serious factor, as many ships otherwise engaged in the trade have been released for general cargoes. There has also been a grain-carrying slump for which the stringent economic conditions prevailing in Europe have been the principal cause. The world's trade depression can mainly be set at the door of disturbed and impoverished Europe and we are now paying the hard price of the war. Everything that tends to restore confidence and to give to the various nations the feeling that they are free to work out their economic salvation will help the flow of international trade and will go towards bringing back the times of prosperity for which the shipping industry so ardently longs.

Although there are no distinctly bright signs as yet, it would be wrong to take a too pessimistic view of the future. If political and industrial peace can be pro-

served and some relief given to industry from its present burden of taxation, the natural resiliency of world-wide trade will assert itself in time. So far as the shipowner is concerned, the policy of breaking up obsolete tonnage is going on apace and the way is being left open for the construction of new and up-to-date ships when the times are propitious enough to warrant orders being placed. This scrapping activity will benefit the shipbuilder in time, although he is passing through an unprecedented period of depression which he is valiantly trying to meet. At Home there have been friendly conferences with the Trades Union concerned in the hope of reducing construction costs, for there must be something wrong when big British orders for ships go to foreign countries because of the great disparity in the cost quotations. To maintain the supremacy of British shipping and shipbuilding in face of the present world-wide competition is no light task, but, given goodwill between employers and workers, the old-time efficiency of British service and material should assert itself. Meanwhile, shipping is indeed in the doldrums.

The Philippines.

Fears of an eventual world shortage of rubber are causing attention to be again directed to the possibility of developing plantations in the Philippines. Doubts have, however, been expressed whether the climate of the islands is suitable to the growth of rubber, but Mr. Palmerton, giving evidence before the Rubber Enquiry Committee in Washington evidently thinks that something can be done in the territory. He points out, however, that acreage limitations and immigration restrictions are blocking development, in which connection he suggests action by the Philippine legislature to pave the way for the necessary capital and labour. There is no indication as to what steps Mr. Palmerton thinks should be taken, but possibly he has in mind the introduction of Chinese or Tamil labour and the financing of new companies by Americans. What the Filipinos would say to action along those lines we do not know. There can, however, be little doubt that the development of the natural resources of the islands is being greatly hindered by the present immigration restrictions, and were Asiatic labour introduced, whether in regard to the rubber or other industries, the Philippines would have a great future. At the moment, though, we cannot see the probability of any marked developments along these lines for a long time to come.

Agitators in Singapore.

Our Singapore correspondent yesterday announced that the tailors there have petitioned the Governor of the Straits Settlements to banish all propagandists, whom they accuse of stirring up trouble in our sister Colony. This comes, apparently, as a sequel to the recent strike of tailors' assistants in the Straits, and other indications of labour unrest. No doubt the authorities in Malaya, who have always been very severe with undesirable characters, will take steps to deport any men they find ostensibly harmless citizens but actually mischief-makers. It is at present specially necessary that Singapore should not have any serious labour troubles, for the new "life" in the country's industry, following the rubber boom, as well as the need for men shortly on the big naval-base scheme, are in themselves problems that only a plentiful supply of contented workers can satisfactorily solve. The southern Crown Colony is no stranger to industrial troubles—ever since the late war the tone of the labour market in Malaya has been less and less healthy—but with the advent of recent unrest throughout China the position has grown worse. The Straits Settlements and Malaya States employ hundreds of thousands of Chinese in various industrial capacities, and in the coast ports, like Singapore, the bulk of the labour is Chinese, with Amoy and district the main source of supply. That the general unrest should affect the Malayan colonies as

DAY BY DAY.

HONOUR IS BUT THE REFLECTION OF A MAN'S OWN ACTIONS SHINING BRIGHT IN THE FACE OF ALL ABOUT HIM, AND FROM THENCE REBOUNDED UPON HIMSELF.—South.

Land at Tai O, comprising 8.12 acres, is to be sold by auction at the District Office, Hongkong, on the 26th instant. The upset price is \$124.

His Excellency the Governor has appointed Mr. Wong Kwong-in to be a Member of the Sanitary Board for a further term of three years.

Mr. J. R. Horne, of the Electrical Department, Hongkong, has been appointed to the Constructive Department, Devonport Dockyard.

The Gazette contains a list of the names of masters, mates and engineers who have passed examinations and obtained certificates of competency during the year.

Owing to the greatly increased demand for motor bus transport to the Repulse Bay, the Hotel Company has found it necessary to run a more frequent service. The revised time table will be found on Page 4 of this issue.

Messrs. Benjamin and Potts are advised by their Shanghai office that Bukits have declared a second interim dividend of twenty cents, Pengkalans a third interim of thirty cents, and Chengs a first interim of ten cents.

To the list of medical practitioners there have been added the names of Dr. Yeo Kok-cheang and Dr. Lam Shiu-kwong, of the Government Civil Hospital. Both are Bachelors of Medicine and Surgery of the University of Hongkong.

Observatory returns show that during December the average mean temperature was 62.9, the highest being 76.3 on the 1st and the lowest 52.5, on the 27th. There were 182.9 hours of sunshine, whilst the rainfall was 0.225-inch. The average humidity was 58.

The following is an extract from the *London Gazette* dated December 1st, and published in Command Orders—East Surrey Regiment: Major R. C. Campbell, retired pay, November 29th, 1925: Capt. T. J. Carpenter, M.C., to be Adjutant vice Lieut. A. E. Cottam, M.C.

The results of an examination for the rank of Paymaster Lieut. Commr., held in July last, were announced last month. Mr. E. D. T. Churcher (H.M.S. Tamar) came out second in the list with 322 marks. The name of Mr. U. E. Green of H.M.S. Hawkins also appears in the list of successful candidates.

In an interview following the regular monthly meeting of the board of directors of the Manila Hotel company last week, Mr. Felipe Buencamino, Jr., president of the company, announced that the Manila Hotel under the management of Mr. W. E. Antrim completed one of the most successful years in the history of the hotel on December 31, 1925. A net profit of P.118,105.41 was realized on the year's operation; P.110,000.00 worth of hotel bonds were redeemed; more than P.60,000.00 was expended in completely re-equipping the hotel mechanically; and five percent was declared in October last.

At the Coroner's inquest last month on the victims of the dam burst at Dolgarrog the jury returned a verdict of "Accidental death," but found that a section of the dam lacked proper foundations. A great deal of evidence was given on this point, and the Coroner, in his summing up, said there had undoubtedly been gross neglect, "really criminal neglect," on the part of somebody, but at this distance of time they did not know who was responsible. The jury urged the necessity of Government inspection of dams during construction.

well, under those circumstances, is only to be expected; and it is no wonder that the more responsible Chinese (such as the hawkers) of the tailoring establishments should view the advent of agitators with apprehension, and call for drastic official action.



According to an expert's pronouncement in the "Outfitter" the bowler hat is once more coming into fashion, and, henceforth, no well-dressed man's wardrobe will be complete without one. Thank goodness my little old billycock—my Old Contemptible of 1914—will have its renaissance! Yet, so long has it reposed on its peg behind the office door, unhonoured but not unhung, that it bears but little resemblance to the fair thing that once it was. But it has its points. Mustard-and-cream are growing freely amid the accretion of dust and grime upon the crown. A hart's-tongue fern droops gracefully over the brim. Through the ventilation-hole a lovely little toadstool cooly peeps. Inside, the lining has become a sort of almshouse for old and decrepit moths and crabs for their young. The leather band, once richly impregnated with brilliantine of the choicest vintage, has been eaten completely; while the pad of blotting-paper, which I inserted to prevent my treasure from slipping over my ears, has fallen to shreds, and is of no further use, except as confetti. All the same, I intend to wear it.

(N.B. Since writing the above, some careless ass has knocked it off its peg, and the office cat has now taken vacant possession and laid three new office kittens in it! O tempora! O mores!)

I attended an orchestral concert a little while ago at which a piece was performed wherein the song of the nightingale was reproduced on the gramophone. I observed the man with the piccolo turn purple with fury at this usurpation of his rights, and I freely admit, that my heart went out to him. For generations it has been the piccolo's unchallenged privilege to make nightingale noises in the orchestra, and it composers are going to be so heartless in the future as to insist on their twaddlings being performed by gramophones, piccolo-tooting will ere long become a lost art. From the employment of the gramophone in the orchestra it is only a short step to the introduction of the actual animal itself, and I foresee the day when a real live moke is employed to bray in



the overture to "A Midsummer Night's Dream," and a flock of sheep to bleat in Strauss's "Don Quixote."

And heaven help us if over the American producer turns his attention to orchestral music! He'll work a completely furnished funeral into the slow movement of the "Eroica" symphony, and a coroner's inquest into Isoldo's "Liebestod."

POEMS ON PROMINENT PERSONAGES.

Mr. George Robey.
Long may your fame endure,
Prime Minister
Of Mirth, and First Commis-
sioner of Laughter!
Would you might still be spared
dull life to cheer
A century hence, and yet a
century after!
For you have qualities which
make appeal
Alike to minds of dullards and
highbrows.

GOVERNMENT POSTS.

LATEST APPOINTMENTS.

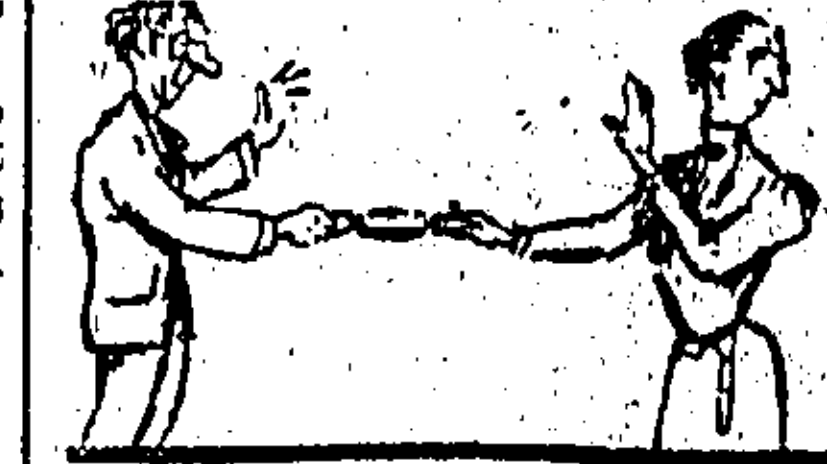
The following appointments are notified in the *Government Gazette*.
Mr. E. R. Hallifax, C.M.G., C.B.E., to act as Colonial Secretary.
Mr. D. W. Tratman to act as Secretary for Chinese Affairs and Registrar of Marriages.
Mr. D. W. Tratman to be a Member of the Executive and Legislative Councils.
Mr. J. S. McLaren to be Assistant Colonial Treasurer and Assessor of Rates.

Oh, why to me at birth did Fate not deal
The nimble wit, that bowler hat,
those eyebrows?

THE FESTIVE SEASON—

(By the by, this term is copyrighted by me in all countries, and must not be used by journalists without my express permission.)

The festive season has been upon us. A local tradesman recently thrust a circular letter into my letter-box wherein he informed me that it was not too late to join his Christmas Club. The usual kind of thing, you know. For a payment of so much a week I should acquire a goose, a pound of sausages, a plum pudding, 1 bot. port, 1 bot. rum, 1 box figs or crackers. Always the Perfect Gentleman in correspondence matters, I replied as follows:—
"Dear Sirs—I regret my inability to accept your kind invitation to join your Christmas Club. In the first place, I am spending Christmas with Aunt Louisa. In the second I don't



like your selection of food. No Varsity man would dream of eating a usages with goose, or vice versa. Port is no earthly to me, who have come in for a lot of gout as a residuary legatee. And why 1 bot. rum? Or, if it must be rum, why not in place of figs or crackers substitute fifteen men and a dead man's chest? Your affectionate non-fellow-clubman, A.S."

SONNET TO A CRUMPET.

To you, dear disc of dough upon
my plate
Companion of a dreary winter
day,
I fill my nib to pen a humble lay
In gratitude. Although it is your
fate
My pangs of tea-time hunger to
allay,
Believe me, luscious crumpet,
when I say
You must have been the food the
gods once ate!
"Buttered ambrosia" you
might well be named—
Food that high Jove himself
would not disdain
To eat within Olympus's patio.
This granted, I, your bard, am
not ashamed,
To state, with pleasure-nigh
akin to pain,
I once ate fourteen of you at
one go!

In response to numerous requests from harassed housewives, I have much pleasure in publishing a further supply of

HOUSEHOLD HINTS.

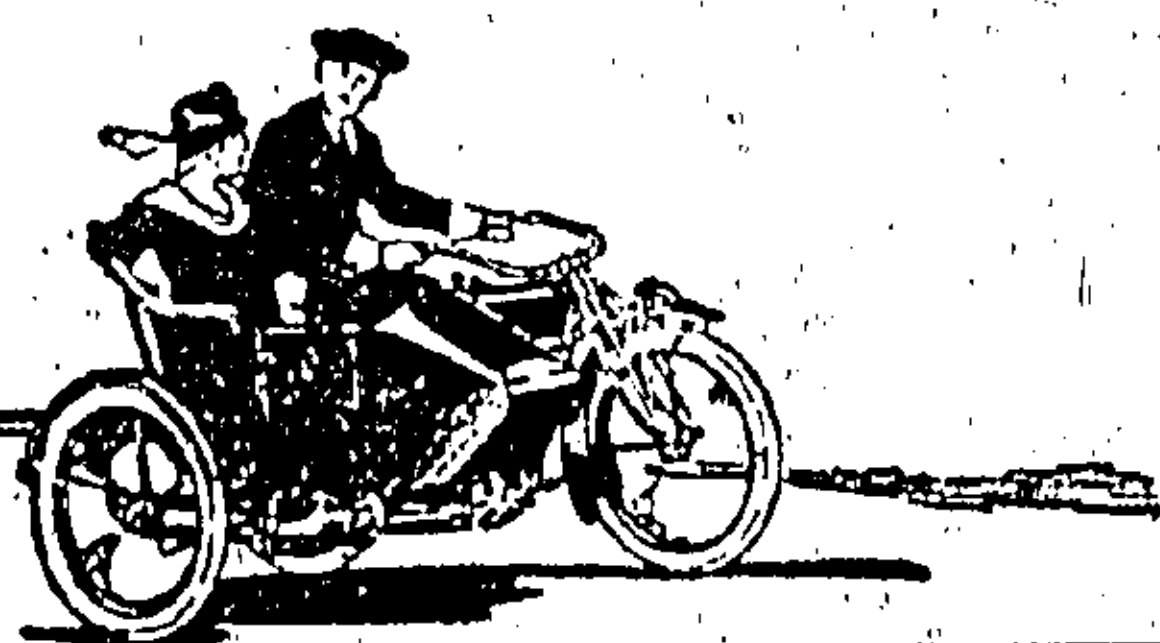
Rhubarb will keep for ever and ever, so long if the stalks be painted daily with iodine.
To dry glass bottles, turn them inside out, then bake in a slow lime-kiln.
A spoonful or two of red lead will quickly restore the colour to faded tomato chutney. A powdered flowerpot will produce the same effect.
Young eggs should never be beaten. It is far better to reason gently with them.
To kill moths in dress-clothes, sprinkle each garment well with strong sulphuric acid.

SWEDO-DANISH TREATY.

SECURING SCANDINAVIAN PEACE.

Copenhagen, Jan. 15.
A new Swedo-Danish Arbitration Treaty has been concluded similar in character to the recent Swedo-Norwegian Convention. It prohibits the employment of armed force in the settlement of disputes. The Treaty operates for twenty years and is renewable unless two years' notice is given.—*Reuter*.

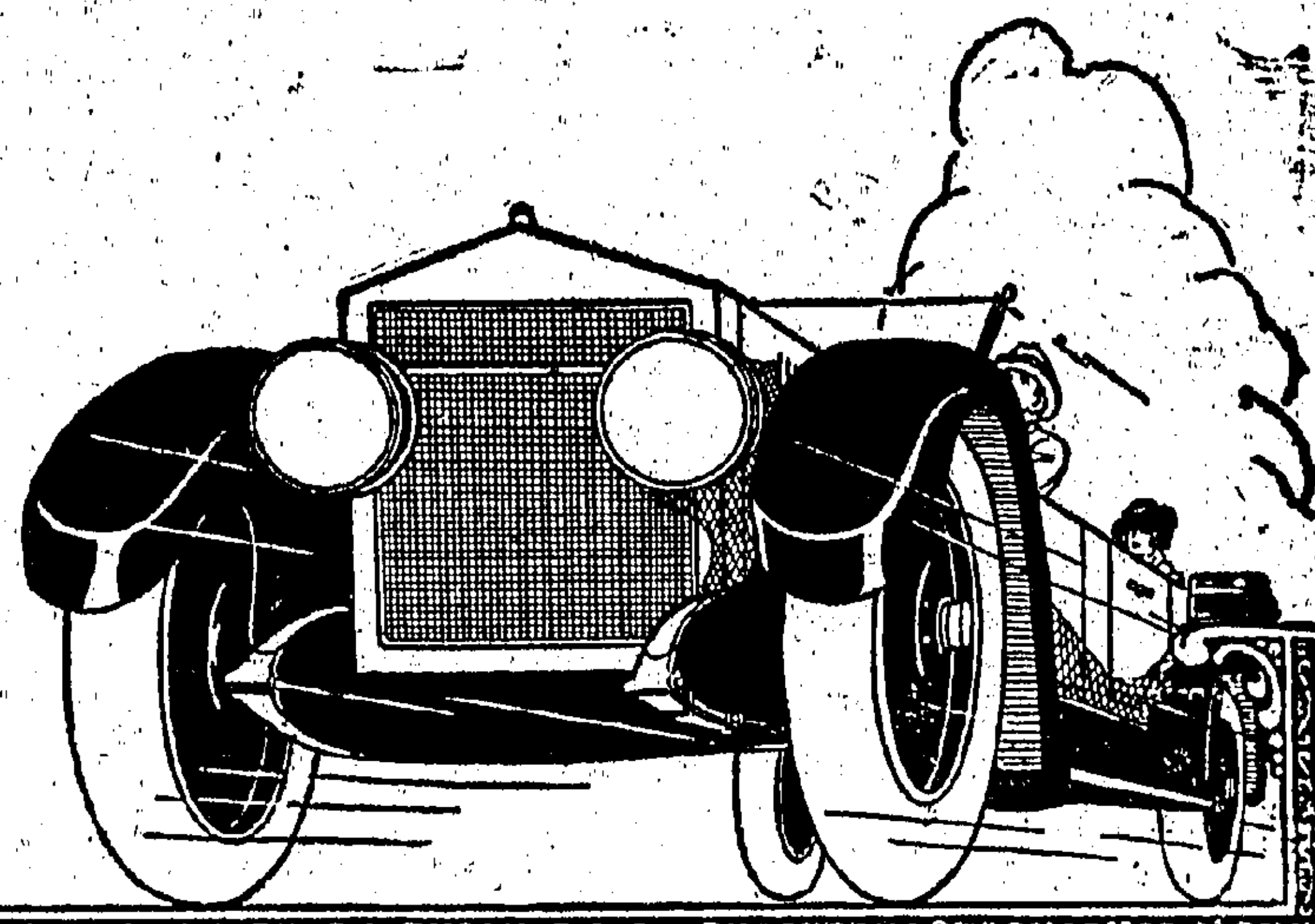
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.

SATURDAY, 16th. January, 1926.

(Being the Official Organ of the Hongkong Automobile Association).



CURRENT COMMENT



Drunken Motorists.

It is indeed fortunate that cases of insobriety among motor car or cycle drivers rarely happen in Hongkong. In the British Isles, however, many serious accidents have been recorded, and the number of convictions appears to have increased last Summer. We notice that the House of Lords, at the suggestion of an Opposition Peer, has inserted some words in one of the clauses of the Criminal Justice Bill to the effect that a person convicted of being drunk while in charge of a motor car shall automatically be disqualified from holding a driver's licence for a period of twelve months.

Public Opinion.

This clause, as enlarged, interprets public opinion correctly, and it is to be hoped that the House of Commons will let it remain in the Bill as it stands. Drunken motorists must be made to understand that society will not tolerate the danger they cause and is resolved to protect itself against them.

No Excuse.

The vast majority of motorists will welcome the amendment as strongly as other users of the roads, for they have to pay, in unpopularity and distrust, for the misdeeds of the relatively few drunken motorists. There is absolutely no excuse for a man who is drunk in charge of a car. He is a universal menace, and as such, ought to be dealt with drastically.

New Taxis.

Residents of Hongkong will welcome the announcement recently made in the *Telegraph* of the handsome addition to be made to the Colony's public hire vehicles. The present taxi service has proved how necessary and convenient economical motor transport is, and the new Company is to be congratulated on its decision to provide and additional service with such excellent machines as those turned out by the famous firm of Beardmore.

Motor Touts.

"We have heard of several instances of private cars touting for hire service, and doubtless there are some drivers who indulge in this practice. It may be assumed that in some cases garage cars are used for the purpose, but there is also the probability of private owners unconsciously having their vehicles so employed, when opportunity occurs. We are told that a favourite touting centre is between the Ferry Pier and the V.R.C. Residents would be performing good service if they would engage such cars, and stop the driver for enquiries by a police officer when occasion offered.

Valuable Improvement. Although it has been long a task, the Government has at length completed the work of widening all the road bridges in the New Territory, and there is now no bridge, on the run from Castle Peak to Fanling which is not of the same width as the road. This is an exceedingly valuable contribution to safety and should do much to avoid all possibility of a repetition of the fatal motor smash which led to the work being put in hand. We should like to suggest that there are at least two more points on the road which might well receive attention from the safety aspect. About half-way down the road which runs from the Kowloon Reservoir to Shatin there is a very acute right-handed turn over a bridge, the railing of which is very likely to foul a car making the turn. The corner is so acute and the room in which to swing so short that it is a wonder that no serious accident has happened. And, an almost precisely similar corner exists on the road between Shatin and Taipei. After leaving the railway at Shatin the road climbs up as far as a small village and then descends. At the bottom of the descent, just where the road levels up for the first time, there is a 95 degree corner over a narrow bridge that is difficult of negotiation even though one knows the road thoroughly. It is not so bad when going to Taipei because one can brake down and then pick up nicely again after making the turn, but when proceeding in the opposite direction the corner is more objectionable because of the stiff climb immediately ahead with no possible chance of a good start. We suggest that if the bridge-widening gang which has been at work on the Castle Peak-Fanling stretch can be spared to do a little work on the two corner bridges mentioned here, our P.W.D. would earn the further gratitude of the large number of local motorists.

SMALL CAR DISCUSSED.

European auto manufacturers are going to America to study the market for the introduction of the European small car. Europe has proved to be an excellent market for the small car, and investigators are trying to determine whether America will receive the small car favourably.

WHEN A DRIVER IN THE WRONG INSISTS ON THE RIGHT OF WAY, LET HIM HAVE IT, YOU CAN'T ARGUE WITH A FOOL. BUT YOU CAN REPORT HIM



"What has happened to you?" "My wife asked me to teach her to drive the car. Yesterday she took it out for the first time."

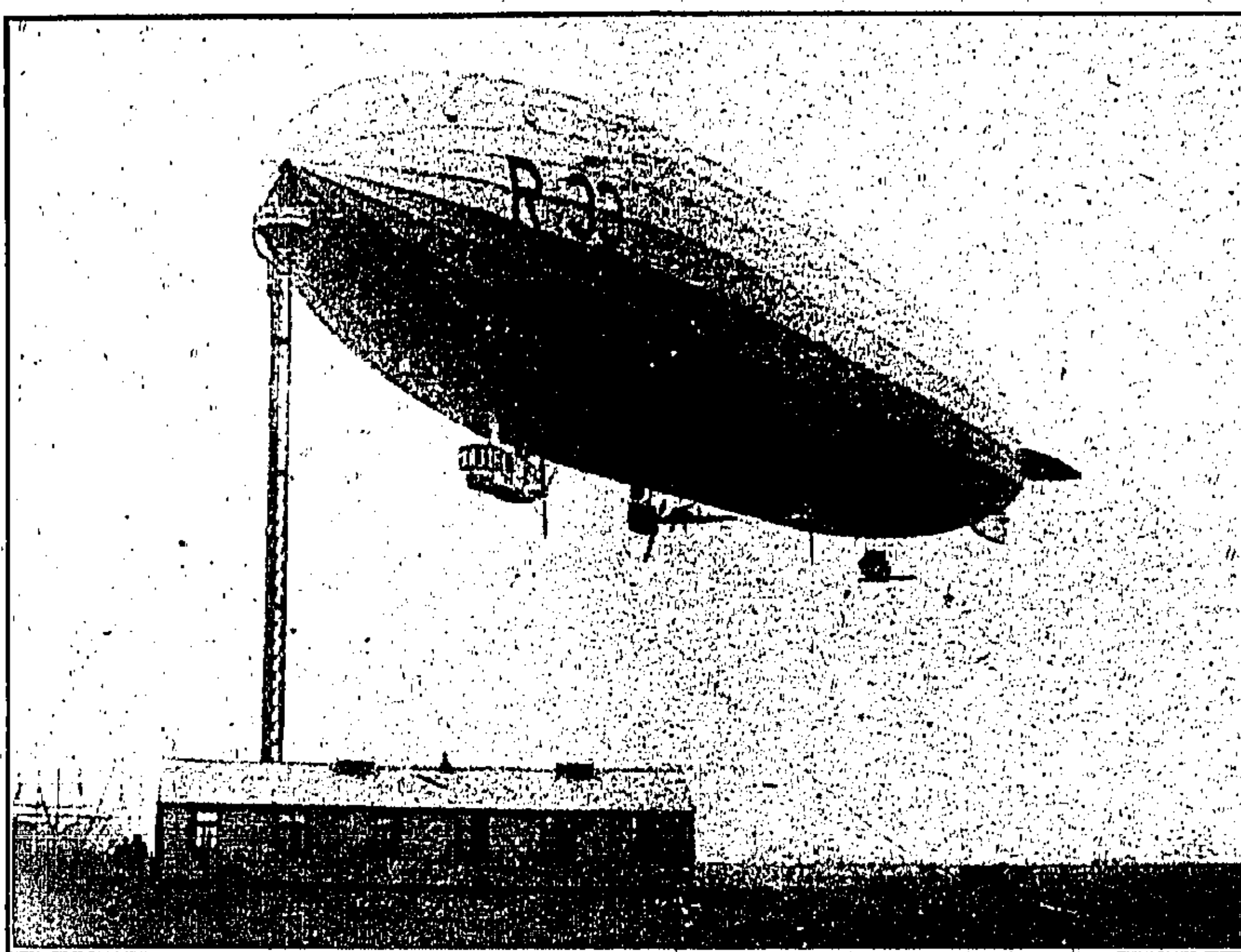
"My wife asked me to teach her—and I refused!"

Karikaturen, Oslo.

THE CONQUEST OF THE AIR.

AN INTERESTING RECORD OF PROGRESS.

(Special Report to *The Hongkong Telegraph*).



The experiment of releasing an aeroplane from a trapeze slung beneath the British airship R33 was carried out at Pullham. The aeroplane had to attach itself to the airship after making a flight. Photo shows aeroplane attached.

Some interesting tests have been carried out recently in dropping and picking up aeroplanes from and by an airship. For these tests the airship R33 was used and a D.H.53 light aeroplane piloted by Squadron Leader R. de Haga Haig. On the first tests the slowest speed of the aeroplane was some ten miles an hour faster than the highest speed of the airship, with the result that contact between the airship and aeroplane was made at a relative speed of ten miles an hour. The result of this was that the aeroplane pulled up with a jerk and the nose swung up and the aircrew was damaged by hitting the suspension wires and so the machine was unhooked again and it glided down safely to its aerodrome. In a later series of tests Squadron Leader Haig disengaged from the airship successfully and after flying round for a short time adjusted his speed to that of the airship and successfully engaged it again. The trapeze to which the machine hooks itself is lowered about fifty feet below the airship to avoid any chance of the aeroplane fouling the airship. When the last successful test was made the trapeze was wound up and Squadron Leader Haig rejoined the crew of the airship. Squadron Leader Haig is the Officer Commanding the R.A.E. Experimental Flight at Farnborough and is well-known as a pilot of the Parnall light aeroplanes at the Light Aeroplane Competitions of each year.

Broadcasting From the Air.

Imperial Airways Limited now have in regular operation the Vickers Rolls-Royce Vanguard, which is a large saloon byplane driven by two Rolls-Royce "Condor" engines. The machine is capable of carrying twenty passengers. Recently a banquet was given in the air in this machine and a concert held in it was broadcast by wireless. Although this particular feat was undoubtedly interesting, the broadcasting of the concert came through very indifferently.

Light Aeroplane Clubs.

The Light Aeroplane Clubs, five of which have been formed in various parts of Great Britain, have on the whole been doing very successful work. The machines which they use are the de Havilland Moths driven by the A.D.C. Aircraft "Cirrus" engines. Although these Clubs have not yet been going for three months they have been extremely successful. How useful and reliable the Moth and its engine can be seen from the fact that at the London Club alone more than sixty people have had instruction and more than 800 flights have been made although only two Moths have been available. These 800 flights have naturally involved more than 800 landings and yet in spite of this the only damage that has been done has been a broken wheel. An engine that is used for training purposes has a very rough time indeed. Pupils are apt to jam the throttle open suddenly and jam it again equally quickly, which puts a big strain on the engine and yet none of the "Cirrus" engines in any of the Clubs have given any serious trouble. As a matter of fact, they have given very much less trouble than does the engine of the average motor car.

An Interesting Bomber.

An exceedingly interesting new type of bomber has been successfully tested by the Hawker Company and has been put into production for the equipment of bombing squadrons in the Royal Air Force. It is called the Horsley and is driven by a Rolls-Royce "Condor" engine of 650 h.p. The machine is designed to a specification which provides that it shall be capable of carrying a heavy load of bombs at 100 m.p.h. at 20,000 feet. The Horsley has a remarkably fine performance, is extremely light and is very easy to fly. It is one of the many interesting new machines which has been produced this year by the Hawker Company, who are the successors to the famous Sop-

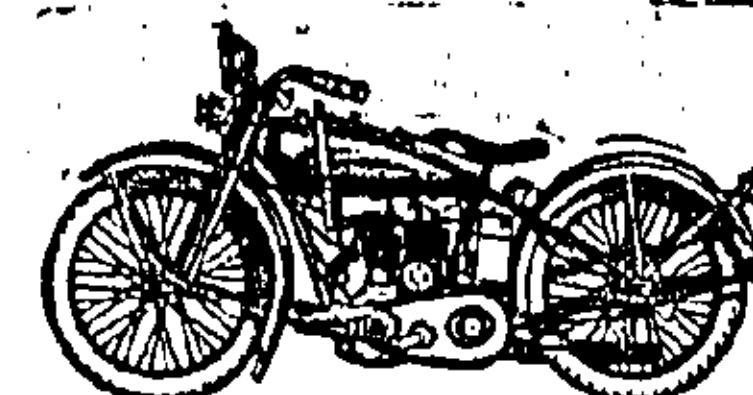
with Company. The Hawker Company has taken over the whole of the old Sopwith Works, and practically all the old Sopwith personnel are in their old places in the Hawker firm. The Sopwith Company during the War built 11,237 machines for the British Air Services and 5,000 for the Allies and so it is not surprising that, backed by this experience, the Hawker firm is now producing such good machines.

A Duralumin Flying Boat.

A new type of flying-boat has recently been tested by the English Electric Company at Lytham. The machine is known as the Kingston and is driven by two Napier "Lion" engines. The hull is built entirely of duralumin in order to make the machine as light as possible. With a wooden hull a larger amount of water is soaked up by the hull as soon as it gets in the water, and this increases the weight tremendously. The designer of this extremely successful flying boat is Mr. W. O. Manning, who is one of the pioneers of British aviation, having designed machines as far back as 1900. Recently the machine made a non-stop flight of 450 miles and it is regarded very favourably in official circles.

A New Aero Engine.

Backed by the success of the Airdisco and the Cirrus engine, A.D.C. Aircraft Ltd., are shortly to produce a new type of engine known as the Nimbus. This engine is based on the good reliable old Puma, to whose credit there are so many long distance flights, including one of 17,000 miles. The new engine will be about 820 h.p. and, in accordance with the latest fashion for aero-engines, drives the airscrew direct instead of being geared down. The engine is at present undergoing type tests and its performance are awaited with confidence. The new engine has been designed by Major Halford, who was one of the original designers of the Puma.



70-80 SWIFT MILES PER GALLON.

—10,000 to 12,000 miles on a pair of inexpensive tires—800 miles to the gallon of oil.

How's that for the economy of the Harley-Davidson Single? It's the type of motorcycle you knew would come, some day. Easy to ride—beginners learn within a city block. Easy to park. Easy to garage and care for.

And the performance! Ride it over trail or highway—on pleasure ride or hunting trip. See how swiftly and smoothly the SINGLE hums over hills and through mud. Ample power and speed!

Another Shipment received TO-DAY by the s.s. "Empress of Australia" of the famous single cylinder model as shown above. Demonstration gladly given upon request.

ALWAYS IN STOCK

Latest-Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.



Mobiloil

Make this chart your guide

In these days of rigid economies, the motorist who desires to attain to the greatest efficiency and economy in the operation of his car must consider closely the cost, the quality, and durability of the lubricating oil used.

Friction has been described as the "Highway robber of mechanical energy," levying tribute on all matter in motion, exerting a retarding influence and requiring power to overcome it.

When one realizes that if it were not for the thin film or layer of oil between the surface of the journals and their bearing, and the constant supply of lubricating oil required to maintain this film, the largest locomotive could not start a heavy train or keep it in motion, or the most powerful marine engine could not drive a ship one mile without heating of bearings, one readily understands that a knowledge of lubrication and friction and the laws relating to friction is a very important part of an oil manufacturer's knowledge.

Gargoyle Mobiloil is the result of many years of experience in the manufacture of lubricating oil, and the correct grade, as specified in the Chart of Recommendations representing the work of a score of automotive engineers, will ensure more mileage per gallon of benzine, minimum of friction and more power, elimination of unnecessary repairs which are so frequently due to inefficient lubrication, and long life of the engine.

Obtainable at all Garages and Accessory Dealers everywhere.

VACUUM OIL CO.

HORN VOICES OBJECTION.

A device has been invented to check speeders. When the automobile is exceeding the speed limit the auto horn blows continuously and a red light shines on the outside of the car.

MANY TOURISTS.

Motor touring in Canada has set up a new record this year for the number of visiting auto tourists. Road conditions and accommodations in Canada have been better than ever before.

TRANSPORT.

VITALISING A ROAD SCHEME.

The scheme for constructing a new road from Liverpool to East Lancashire was revitalised when, at its recent meeting, the Lancashire County Council agreed to contribute a sum not exceeding £377,000 towards the cost.

The project has been hanging fire for some time. It came into being in 1922, when the then Parliamentary Secretary to the Ministry of Labour, Sir Montague Barlow, asked Alderman Hampson, then Mayor of Salford, whether some scheme could not be devised to find work for the unemployed. As a result, what was first known as the Manchester-Liverpool arterial road scheme was devised, and since then it has intermittently attracted attention. It is too recent history to dwell on the fact that Manchester is not enamoured of the scheme; it points to the existing road communication, to the Ship Canal, and to three lines of railway, as giving adequate transport facilities, and, therefore, in the result, the project has become one for an East Lancashire road to tap the Mersey port.

Whether it will come into existence at an early date is perhaps yet doubtful; the fact that the Chancellor of the Exchequer will try to lay hands on the Road Fund is present before the promoters and the supporters, and certainly if the money were so diverted there could be little hope of obtaining the grant towards the cost promised by the Ministry of Transport.

That there is need of better road communication is beyond doubt. Motor transport, even in these days when industry generally has not wholly revived, is growing. The latest estimate is that we have something over 224,000 heavy motor-vehicles in this country, and if we take into account all forms of motor road vehicles—those, that is, liable to taxation—we have in the neighbourhood of a million and a half, operating on some 177,000 miles of roads. That speaks of a coming congestion, and we shall have to look ahead. But congestion is already felt in industrial localities, and particularly on certain points along the line of this proposed road. Warrington, for example, is a notorious bottle-neck, and there are times when a reasonably

CONCRETE ROADS.

INTERESTING EXHIBITION.

A complete section of a reinforced road was exhibited by the British Portland Cement Association at the Roads and Transport Exhibition, which opened in the Royal Agricultural Hall, Islington, on Thursday, November 19. The road had a carriage-way of 21 ft., and two pavements each 3 ft. wide, with kerbs.

The construction consisted of 4½-in. Thames ballast-concrete (6 to 1 mix) and a 1½-in. top dressing of granite chips (4½ to 1 mix). Reinforcement was carried out with ½-in. mild steel bars.

The work was done in one operation, and occupied only five hours. Ferrocement cement was used, and the concrete is stated to have been hard within 12 hours and capable of bearing a 20-ton load.

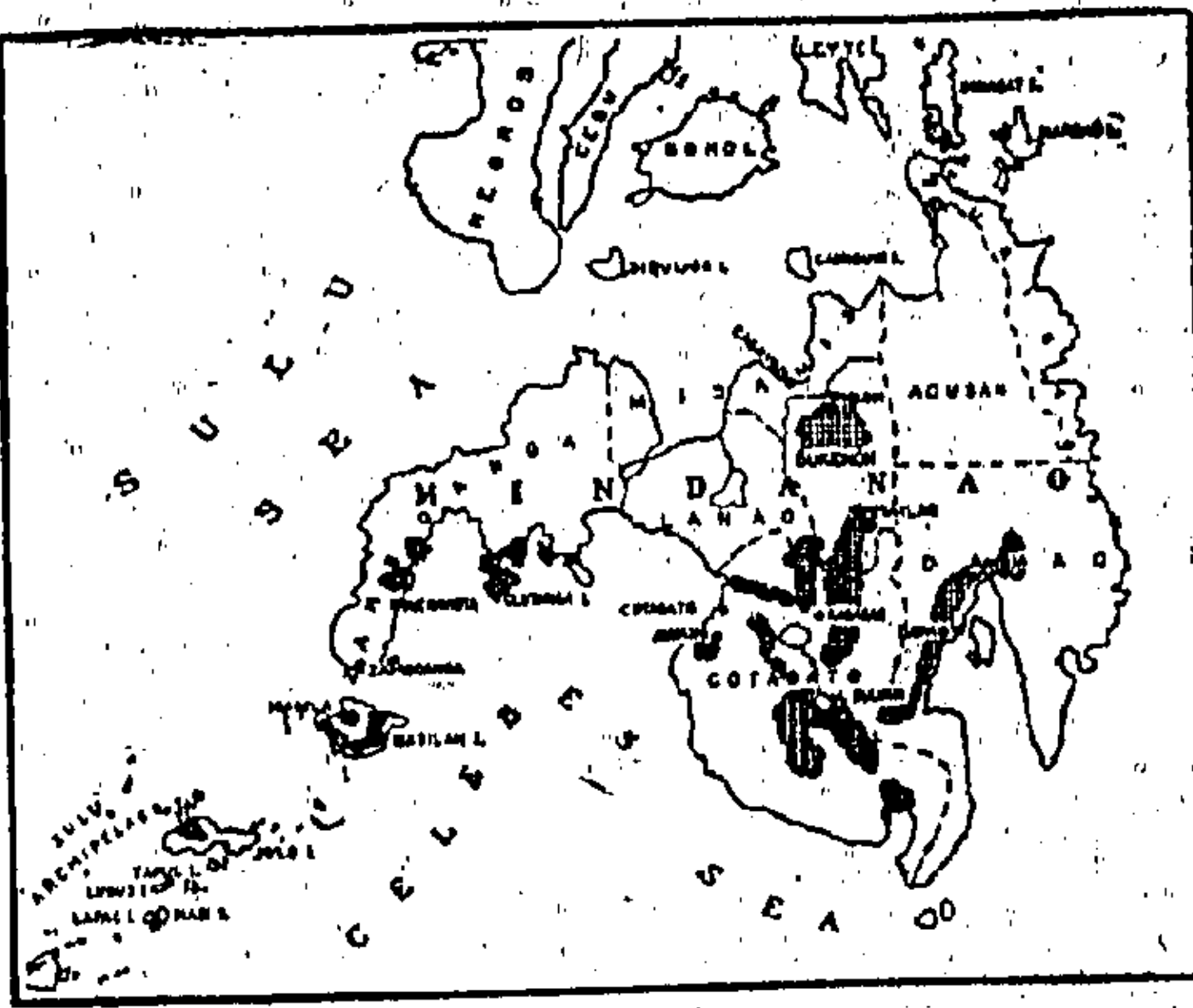
Introduced into the construction were three different kinds of expansion joint: one a plain butt joint, another filled with liquid bitumen, and a third into which the bitumen had been hammered.

speedy car cannot do the short journey from Liverpool to Manchester in under two hours because of the pressure of heavy vehicles on the road. It is the fact, too, that on the present road traffic is growing greatly. In 1911 the average daily tonnage was 325; last year it had reached 8,847, and in the course of that year rose to 11,694 tons a day. It is traffic which will have to be accommodated, and the reason work has not been already begun on the scheme is not so much the indifference, if not the opposition, of Manchester, but the fact that so many local authorities through whose areas the road is planned to run have had to be brought into line.

The outlook is now more hopeful. Of the estimated total cost of £3 millions, the Ministry of Transport will contribute 75 per cent., the Lancashire County Council the outside figure given above, while the Liverpool Corporation will pay £362,000, the Mersey Docks and Harbour Board £100,000, Warrington £45,000, and Bootle £35,000. With all these bodies agreed there seems a chance of the scheme reaching the status of active work.

RUBBER PRODUCTION.

POSSIBILITIES IN THE PHILIPPINES.



The map above shows the areas suitable for rubber plantation development in the Philippine Islands. The lower photo shows a giant rubber tree which has thrived for more than 100 years in Los Angeles.

The Philippine Islands are being regarded as a source of America's future rubber supply. If these islands were properly developed, it is estimated that they could produce one-fifth of the total amount of crude rubber consumed in the United States at the present time.

Experts who have made a study report that conditions in the Philippines are favourable for the production of 70,000 tons of good grade Para rubber annually.

If such a development were realized, the Pacific possessions would become the third greatest rubber producing territory in the world.

Large Area.

There is a total area of approximately 1,500,000 acres on the three islands of Mindanao, Basilan and Jolo which is suitable for rubber growing.

The greater part of this land is within easy reach of water transportation. The remainder could be served by a few well built roads.

There are already a few species of gum and rubber producing plants which are native to the islands. However, no attempt was made prior to the American occupation to develop the rubber planting industry.

During the year of 1906 an attempt was made to develop the rubber industry in the Philippines. F. J. Winters planted Ceara rubber, but extraction was unprofitable and the project was

dismissed. In the years that followed, other attempts were made to cultivate rubber plants for commercial purposes. Some of these have met with considerable success.

Big Production.

A large rubber industry has been developed on the island of Basilan. One organization controls an estate of 795 acres on which are grown 89,500 trees.

The prospects for the development of the rubber industry in the Philippine Islands are excellent and it is believed that rapid advancement will be made in the near future.

American manufacturers are anxious to have the United States control a good proportion of the rubber industry.

In addition to Philippine and African territories, some authorities have suggested that southern California be used as a field to cultivate rubber trees.

Too Dry.

Many authorities declare that rubber trees will not grow in southern California, but Los Angeles owns a rubber tree which is more than 100 years old and is the largest tree in the city, having a spread of 150 feet.

The Carnegie Institute at Tucson, Ariz., has been working for years on his subject. Planters have succeeded in growing a few trees, but they have not yet found a way of growing them in a sufficient number for commercial purposes.

WORLD'S PETROL CONSUMPTION.

20,000,000,000 GALLONS A YEAR!

(By Capt. E. de Normanville, in the Daily Chronicle.)

I do not know what the total consumption of petrol is in the whole world of motoring; and I don't suppose anyone else does. But for what it is worth—not very much I fear—I have been trying to compute it.

Obviously, the figure so arrived at can only be a wild computation. I have, for example, assumed average annual mileage and miles per gallon, factors which can be nothing more than probabilities.

Making all allowances for a wide margin of error, I have estimated the yearly petrol consumption for the world at some 20,000,000,000 gallons, and a probable annual growth at the rate of nearly 15 per cent.

We cannot really comprehend what this quantity means, but one thing is definite: it cannot go on for ever.

When We Run Short.

That fact is leading to some very interesting experiments, not only in this country, but also in America. The risk of running short of petrol has to be faced, though experts differ as to the probable date of the shortage.

Looking ahead to that date, experimenters are endeavouring to meet the situation by "doping" petrol, and designing a special engine to use the "boosted" fuel. Already some astonishing results have been achieved.

The explosive mixture is enormously more powerful than ordinary petrol, so that much stronger cylinders, pistons, and crankshafts have to be used. But whilst the engine is made so much stronger, it is, nevertheless, much smaller for a given size car.

The consumption of petrol is reduced by nearly half for an equal power output, and the "dope" added is minute in quantity and a available in ample supplies.

It is easy to see, therefore, how far-reaching such possibilities are. But, as with most new developments, there are difficulties. The chief one at present is to get refinement into the performance of this engine, which has so far baffled all efforts.

MOTOR CAR TRADE IN CHINA.

In comparison with the size of China and its vast population, the motor car trade in China is still in an infant stage and remains to be developed. The cause is attributable to the paucity of roads suitable for motor traffic. But within the last few years, a movement has been started to build good roads, which has caused a growing demand for motor cars, motor trucks and motor-cycles in many parts of the country.

The actual number of motor cars now in China, according to the latest official figures, is 3,508, in addition to which there are also 1,130 motor trucks and buses and 1,100 motor-cycles. The following table shows the distribution of the cars by provinces:

Province	Passenger Cars	Trucks and Buses	Motor-cycles
Chihli	1,998	49	183
Fengtien	262	42	17
Kirin	371	100	14
Kwangtung	1,003	283	455
Kiangsu	4,248	536	336
Kukien	35	17	—
Hunan	6	4	—
Shantung	253	18	53
Yunnan	1	—	—
Hupeh	214	11	39
Chekiang	12	10	—
Mongolia	105	10	3
(Including some cars of Kalgan)			
Total	3,508	1,130	1,100

Statistics of the Chinese Maritime Customs do not show the number of cars imported into China any year, only their values. The values for the past five years in Halkwan taels were:

	Motor-cars	Motor-cycles
1920	Hk. Tls. 3,780,785	Hk. Tls. 96,035
1921	3,760,110	107,813
1922	2,403,865	91,124
1923	2,501,295	117,852
1924	3,205,232	97,879

Note: A Halkwan tael is equal value to \$1.50 approximately. The following countries are the chief sources of supply: United States, Great Britain, France, Italy, Germany and Canada. The United States furnished in 1922 about 50 per cent. of the total importation in value, and 75 per cent. in number. Cheap American cars, like the Ford, predominated. Germany came second, the value being Hk. Tals. 422,265, or about G. \$300,000; and Canada furnished 169 cars, valued at G. \$136,000.

Chinese taste at present seems to be for a medium grade car, suitable for decoration and ornamentation. This is apart from the demand for purely serviceable cars. In this regard the very cheapest are sought for. Cars are expected to last longer in China than in probably any other country.

Nearly all sales of cars are effected through the medium of garage companies, who are, in most cases, the agents of manufacturers. Equipment and accessories are supplied by the garages as well as by hardware dealers.—Chinese Economic Bulletin.

PRIVATE BUS SERVICE.

A regular service of solon coaches is to be started shortly by the Michelin Co. between their works at Clermont Ferrand in central France and their Paris offices. The service will be a private one for the use of the officials of the company.

KANSAS' AUTOS.

Kansas acquired 35,291 passenger motor cars in the 10 months ending Oct. 31. There are now 406,242 licensed passenger cars in the state.

NEXT GRAND PRIX RACE.

Miramas track near Marseilles, has been selected for the location of next year's French Grand Prix race, the probable date June 28. The event will be open to 91 1-2 inch cars with super-charges, having two-seated bodies 31 inches wide.

UNDERGROUND GARAGES.

Plans for the construction of underground garages to reduce the street congestion in Paris are now being considered by the municipal council.



"LIKE NEW—YET THE COST IS MUCH LESS"

NO one would deny himself the pleasures of motoring if he realized how little a good used car costs.

We have several used Cars guaranteed to give perfect performance, priced very low. Moreover, you may purchase any car here with a small down payment—and the balance at your own convenience. Buy your car from us now—and you'll buy RIGHT.

The Dragon Motor Car Co., Ltd.

33 WONG NEI CHUNG ROAD HAPPY VALLEY

ANNOUNCING ARRIVAL OF

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1 TON TRUCK CHASSIS

COMPLETELY EQUIPPED WITH—ELECTRIC STARTING AND LIGHTING—33 X 5 PNEUMATIC CORD TYRES—HUB ODOMETER—SPECIALLY GEARED AND EQUIPPED FOR USE IN HONGKONG.

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REAPS RUBBER PROFIT.

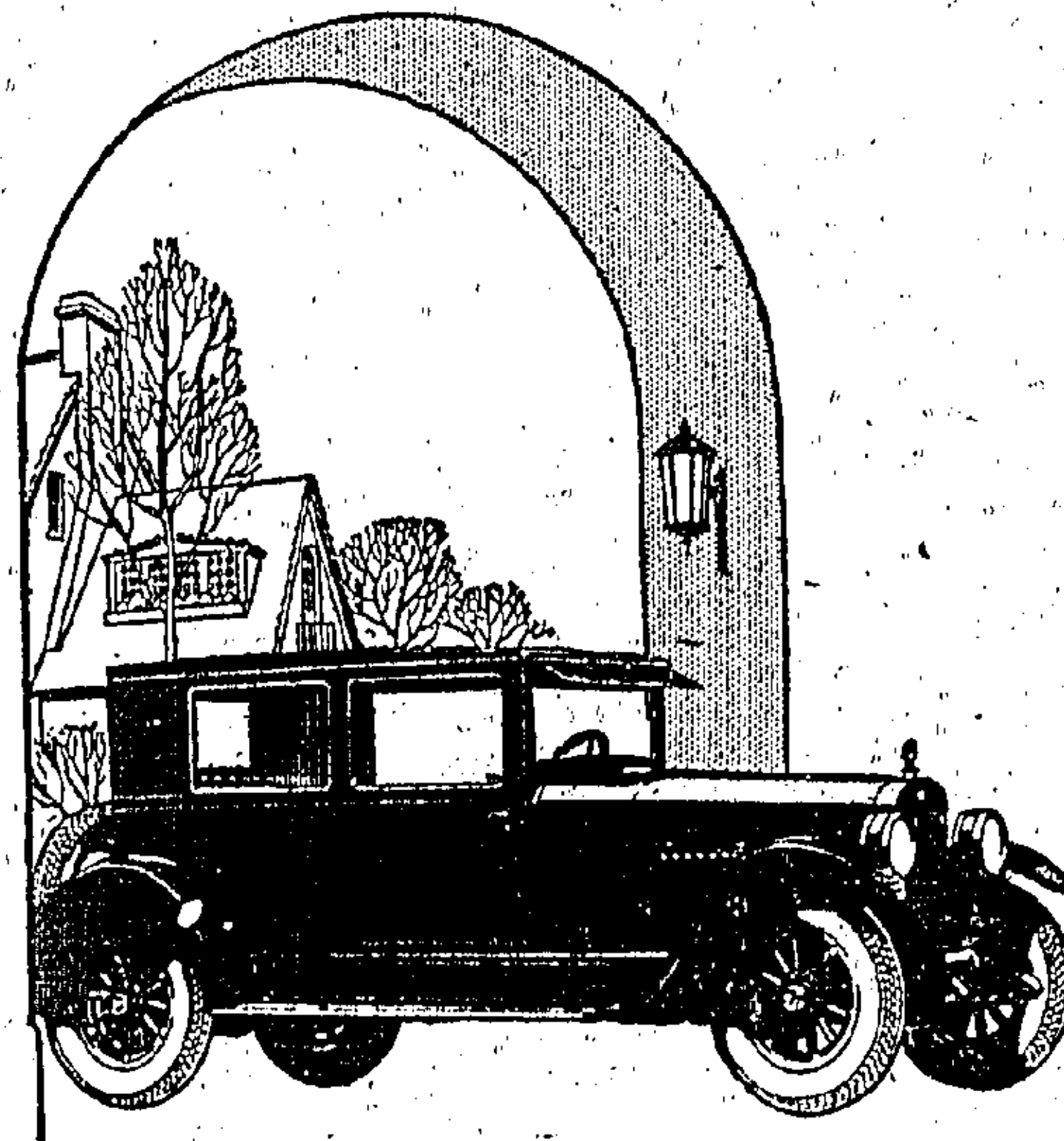
It has been estimated that if Great Britain continues to hold control of the crude rubber situation, American tyre users will pay Britain \$300,000,000 during the current year. An increasing use of rubber has been noticed in the United States.

GAS TAX BUILDS ROADS.

Michigan state gasoline tax of 2 cents a gallon goes to road construction. The annual revenue from this tax is expected to be \$6,500,000.

AUTOMOBILE COSTS.

An estimate made in Montreal shows that the average Canadian family spends \$420 annually for automobiles and supplies.



HUDSON COACH \$3000

The Essex Coach\$2000
The Essex Touring\$2000

The Hudson Touring ...\$3000
The Hudson Brougham \$3600
The Hudson Sedan\$4000

Only Hudson Can Build It

Being the world's largest builders of 6-cylinder cars permits Hudson to give the greatest price advantage, with the finest quality in Hudson history. Everywhere it is called "the

World's Greatest Buy" because it is universally acknowledged that no car gives like quality, reliability, performance and fine appearance within hundreds of dollars of its price.

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THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD.

HAPPY VALLEY.

DIESEL-ELECTRIC RAIL CARS.

SUCCESS OF NEW TYPE.

The Canadian National Railways have recently put into service a new type of oil-electric rail-way car which promises to revolutionise suburban and short-distance traffic both in point of cost and time.

This car is self-contained, with accommodation for 126 passengers and luggage, and carries heating and lighting plant and its own propelling machinery.

The latter consists of a new type of light Diesel engine of 320 h.p., direct-coupled to a generator which supplies the current to drive the car, via four of the usual, rail type electric motors; and also charges the batteries used for lighting and heating and to start the engine from cold. Thus the arrangement is the nearest approach to perpetual motion yet achieved.

These cars are the result of years of experiment and trial. The chief problem has been the engine itself, the ordinary Diesel being far too heavy. It was in the new Beardmore engine, a design evolved exclusively by William Beardmore and Co., Ltd., to burn crude oil on the Diesel principle, that the C.N.R. officials found the basis which suggested the present unit. This in its turn has been specially designed and perfected for rail car service by

the Beardmore experts.

It burns the cheapest grade of oil, and its weight is some 16 lb. per h.p., i.e., about a quarter that of the ordinary Diesel engine. It employs a high compression (450 lb. per sq. in.), which is sufficient to fire the charge without the use of sparking plugs or any electrical device. Oil is injected into the cylinders at a pressure of 8,000 lb. per sq. in.

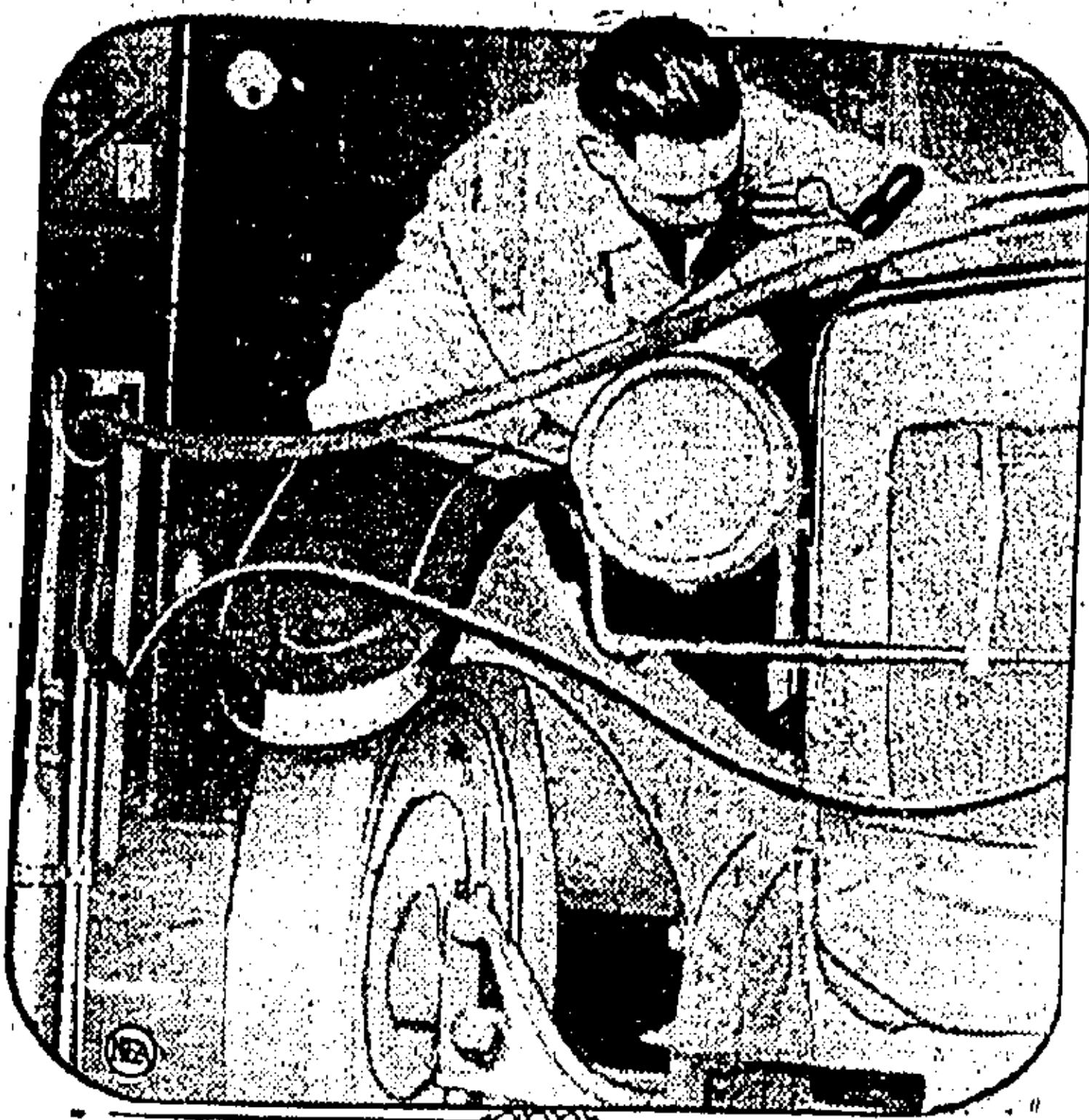
Two cars have been standardised. The first, to which we have referred already, is in reality two cars joined into one, having an articulated joint on a centre bogie. It measures 102 ft. in length.

The second, which has a smaller engine of the same design and manufacture, of 160 h.p., is 60 ft. long and carries 56 passengers and luggage.

Astonishing figures have been obtained from these rail cars in actual service. The larger car can attain speeds of over 60 m.p.h. and does a run of 117 miles, at an average of 52 m.p.h. in running time. Its fuel cost on this service is less than three cents per mile, i.e., one-seventh that of a steam train of similar capacity on the same run.

According to the Chief of Motive Power of the C.N.R., who gives these figures, the smaller car is run on less than two cents per mile, and it is even possible to anticipate getting lower than this. With an engine of only 160 h.p., this car averages 45 m.p.h. at a cost one-tenth that of steam operation.

TESTING FOR GAS LEAKS.



Is your car worth \$250 or only \$25?

Mechanics of all types and of different mental stature have tried to settle this question for you for the last 10 years. It has been mostly guesswork.

But F. E. Edwards, automotive

engineer of Chicago, comes forth with a series of laboratory tests, which are guaranteed to estimate the real value of your used car within one dollar.

With an "artificial hill" called a dynamometer, compression meters, flow meters, blow-by meters, a stethoscope, volt and ammeters, Edwards will test any used car, and come within one dollar of its real worth, he says.

On Michigan boulevard in Chicago, Edwards has rigged up what he calls his automobile testing laboratory.

In his laboratory he and his assistants are not allowed to guess or think. They must know.

How He Tests Cars. A used car probably to be sold to a prospective customer, is brought in for valuation.

It is carefully looked over for loosened shackle bolts, shims and axles.

The oil is tested in an oil still and the batteries, spark plugs, carburetor, exhaust, cylinders, oil pumps, vacuum tank and all other small parts of an automobile's anatomy are tested with specially devised machines.

There is the flow-meter for testing the fuel consumption; the blow-by meter for testing the amount of gas which escapes past the pistons into the crank case; compression meters for testing cylinder compression; stethoscope for finding engine knocks; electric still, condensers and meters of all kinds.

Hill Test by Machine.

After the little things have been tested the car is placed on the dynamometer, or artificial hill.

The car is run at slow, medium and full speeds. The dynamometer is run by means of pulleys and belts, which are connected with the rear wheels of the car.

The car is tested at 10, 20, 30 and 60 miles an hour, and the dynamometer's resistance is made to suit the speed.

By increasing the resisting power of the dynamometer, a result is obtained that corresponds to the grade of a hill.

The pulling power of the motor is taken at all of these speeds and at all resistances of the dynamometer.

The results of these experiments are checked and compared with the performance of a new car. If the car is found faulty in any line the owner is advised what to do to bring his car up to standard.

The charges for this service are small.

BATTERY SOLUTIONS.

The Bureau of Standards has conducted an investigation of solutions which are supposed to charge batteries instantly. Analysis revealed that the solutions tested contain 38 to 42 per cent. of sulphuric acid. The solutions which came under the test are ineffective, says the Bureau of Standards.

RECORD OUTPUT.

With the output of 2,173,860 cars and trucks during the first six months of 1925, the automobile industry in this country established a new record of manufacture. This total is 5.8 per cent. over the corresponding period a year ago.

Dodge Brothers Price Reductions

Effective immediately, we announce TREMENDOUS PRICE REDUCTIONS in our delivered prices of both Standard and Special Type Dodge Brothers Motor Cars. Details of these Startling Price Slashes on passenger Cars are as follows, prices being in Hongkong Currency and for delivery ex Garage:

Standard Type Models: Old Price: Reduction: New Price:

Standard Roadster	\$2,300	\$200	\$2,100
Standard Touring	\$2,400	\$300	\$2,100
Standard "B" Coupe	\$2,700	\$300	\$2,400
Standard "B" Sedan	\$2,900	\$400	\$2,500

Special Type Models: Old Price: Reduction: New Price:

Special Roadster	\$2,500	\$300	\$2,200
Special Touring	\$2,600	\$400	\$2,200
Special "B" Coupe	\$2,900	\$400	\$2,500
Special "B" Sedan	\$3,100	\$500	\$2,600
Special "A" Sedan	\$3,400	\$600	\$2,800

In addition to the above reductions in Hongkong Currency of delivered prices of Dodge Brothers Passenger Vehicles, the following further reductions are announced in the f. o. b. factory prices in Gold Dollars of Dodge Brothers Commercial Vehicles.

Commercial Car Models: Old Price: Reduction: New Price:

Screen Side Type	G\$885	G\$75	G\$810
72" Panel Side	G\$947	G\$62	G\$885
96" Panel Side	G\$1,225	G\$50	G\$1,175

These new prices come at a time when DODGE BROTHERS product has reached the highest peak of perfection in its history. They cannot be overlooked by anyone who has the slightest interest in the value his money buys.

The DRAGON MOTOR CAR Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road Happy Valley.

A Fine Product and a Fine Policy

There are no finer tyres than

DUNLOP CORDS



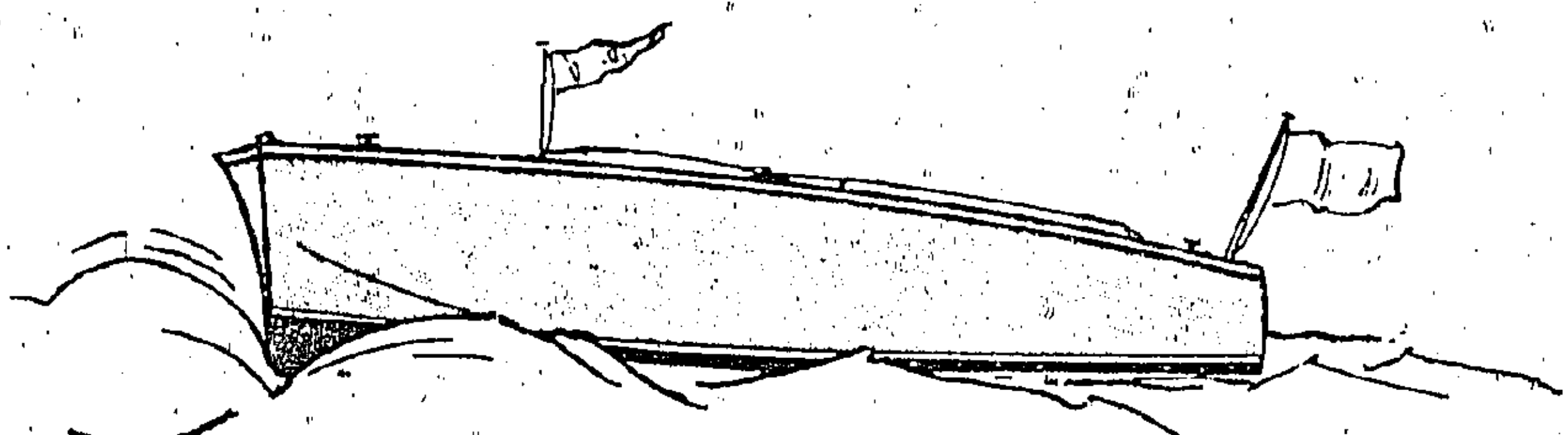
They stand as the supreme achievement in tyre construction, and set a new standard in tyre service. Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

There is a Dunlop Representative at Hongkong, for your service.

DUNLOP RUBBER Co., (China) Ltd.
Hotel Anson Building.
Telephone Central 4541.

HONGKONG HOTEL GARAGE,
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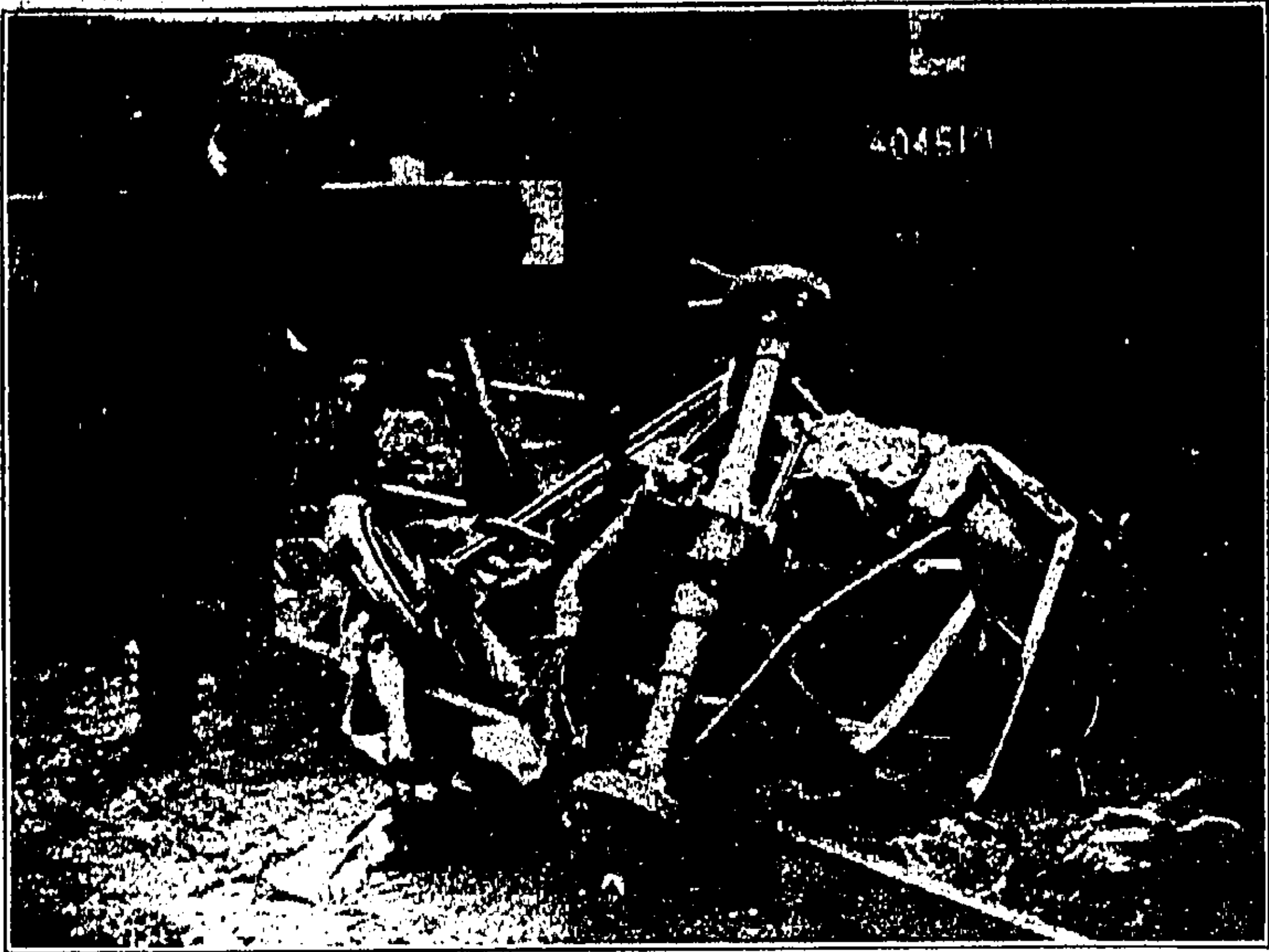
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Complete \$2750.00 { DELIVERED HONGKONG.

DODWELL & CO., LTD.

Sole Agents.

MOTOR COACH WRECKED BY AN EXPRESS.



Six people, men and women, were killed and nine injured in a level crossing smash in which an express train crashed into a motor coach at Penny Stratford on the north-eastern borders of Buckinghamshire. Photo shows all that remained of the charabanc.

HINTS FOR THE MOTORIST

By ALBERT L. CLOUGH

FULL PRESSURE FEED ENGINE LUBRICATION.

With everything working normally the shafts of a pressure lubricated engine do not operate in contact with the metal of their bearings, but float upon films of oil, maintained between them and their bushings—the resulting wear at main, connecting-rod and camshaft bearings being almost imperceptible under these conditions.

The Best Things Have Their Drawbacks.

Pressure lubrication has because of its effectiveness in keeping down wear, become nearly universal to-day, but like many other highly refined methods it is more delicate and requires more exact conditions for its successful operation than does the cruder and more rough-and-ready splash system, which it has displaced.

Motorists who change from splash oiled to pressure lubricated engines should realize the following facts: Pressure fed oil is all delivered through passages of very small cross section and when it is still with cold, may not flow at all for some time after an engine is started. More consideration is therefore due the pressure-lubricated engine than the splash-oiled one, under very cold conditions.

Gage Indications More Significant.

An oil pressure gage indication on a splash system means little more than that the pump is working, but with the pressure feed system, a sustained pressure indication above normal may mean obstructed oil passages or too slight clearance at certain bearings and a sustained abnormally low gage pressure may indicate excessive flow through parts of the system, which a corresponding lack of flow through other bearings. Both these conditions may denote insufficient lubrication at some bearings.

Bearing Clearances a Vital Factor. With the splash system a loose bearing may knock and one adjusted somewhat too tightly may run a little hot, but lubrication is not affected thereby. With the pressure system, however, the distribution of oil is vitally dependent upon bearing clearances—the loose bearing stealing oil, even the others and the overtight bearing being deprived of its full oil supply by others that are too loosely adjusted. All bearings must have their clear-

ances very exactly adjusted, if pressure lubrication is to work properly.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)

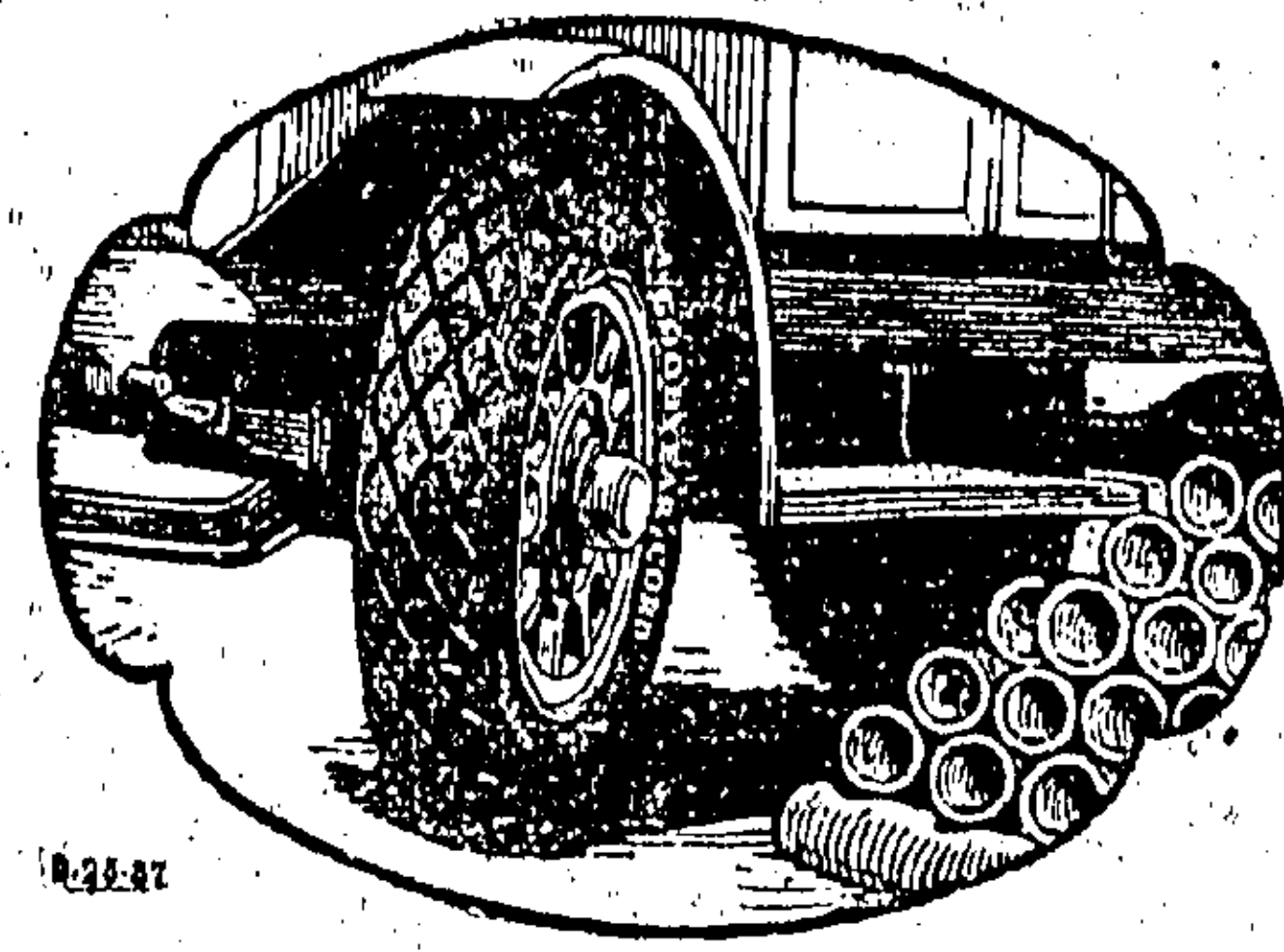
Testing For Electrical Leaks.

Question:—I bought a new battery for my car, but let it sit around for three weeks before using it. When I finally installed it, it turned the engine over about three times and now it won't turn it fast enough to start it. The battery now tests low, although my generator charges at 10 amps. Do you think there is a leak in the wiring which runs it down? What do you advise?

Answer:—Take the battery to the party that sold it to you and have it inspected and recharged. When you place it in the car, connect one of the cables, be sure that all lights and other current consuming devices are switched off, and connect an ammeter between the free cable and the battery terminal to which it normally connects. If current is indicated, there is a leak somewhere in the system, which would ultimately discharge the battery. If the ammeter shows no current flow your trouble is somewhere else. Possibly you need a slightly higher generator charging rate, if you use the lights exorbitantly.

Greasing Rear Wheel Bearings: **Question:**—Is it possible to grease the rear wheels of a car by filling the hub-caps with grease and screwing them on, repeating this operation several times?

Answer:—No. It is utterly impossible to force grease into the rear wheel bearings in this manner. The tapered outer ends of the axle shafts fill the holes in the wheel hubs tightly and there is absolutely no passage through which grease can be made to enter the bearing by compressing it in screwing on the hub-cap. The rear-wheel bearings are lubricated by means of a grease-cup tapped into each end of the axle housing just inside of the brake support. On some of these cars, oil instead of grease is recommended for these bearings. Front wheel bearings, of ordinary construction, can be given a little grease by filling the hub-cap and screwing it on and this fact gives many people the idea that rear-wheel bearings can be lubricated in the same way, but they cannot.



Tested by Time—and Service

Many years ago Goodyear developed the pneumatic tyre for lorries.

Hence Goodyear reliability has been proved over the longest period of years. Goodyear Tyres have withstood the test of time under the worst possible road conditions.

And now with the new cord material, SUPERTWIST, of great elasticity and strength, Goodyear Pneumatic Lorry Tyres are even more dependable and efficient.

Their tough and tractive All-Weather Tread, sturdy side and boards guarantee long, uninterrupted service.

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LORRY TYRES

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Tyre Leadership!

For many years Firestone quality has created a world-wide demand for Firestone Balloons and Cords among all classes of tyre users. Millions of car owners want Firestone Gum-Dipped Cords because of more mileage—greater economy and added safety.

The largest taxicab companies have adopted Firestone as standard equipment, because of dependable performance at low cost.

Famous racing drivers specify Firestone Gum-Dipped Cords because they stand up under the terrific racing pace that quickly break down less dependable tyres.

Leading car manufacturers list Firestone Gum-Dipped Balloons and Cords as standard equipment on new cars—because car buyers insist upon the best—Gum-Dipped tyres.

Put these famous tyres on your car today.

Firestone

MOST MILES PER DOLLAR

The Dragon Motor Car Co., Ltd.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY

AMERICAN CAR MARKETS.

The best customers for American-made machines, listed according to the number of cars purchased this year, are Australia, Argentina, Canada, Denmark, Great Britain, Mexico, South Africa, Cuba, Belgium, New Zealand, Brazil and Spain.

INVESTIGATE FRICTION.

Measurements of piston friction are being made at the Bureau of Standards. It is believed that by determining the factors which influence piston friction, information of value in predicting performance of aircraft engines can be obtained.

SURVEY BUS SITUATION.

The state public utilities commission is planning to arrange for a state-wide survey of the bus situation in Massachusetts with a view to working out a policy which will handle the great number of applications for new bus lines.

MOTOR REALTY OFFICE.

A Chicago realty firm uses a bus fitted like an office, having three rooms furnished with desks, drapes, furniture and even electric fans. Prospects are taken to view property and the entire transaction can be conducted from the moving office.

MOTORIZED MAIL ROUTES.

Motorization of 498 new rural free delivery routes has been announced by the Postoffice Department. Rural mail routes in the United States have an aggregate length of 1,223,391 miles and serve 6,508,178 families.



In three months, public recognition of the value of the better Buick of 1926 has been so sweeping, that to-day, one in every four cars sold for \$81,000 or more is a better Buick.

Sole Agents:—

The Hongkong & Kowloon Taxi Cab Co., Ltd.

33-35, DES VOEUX ROAD, CENTRAL, HONGKONG.

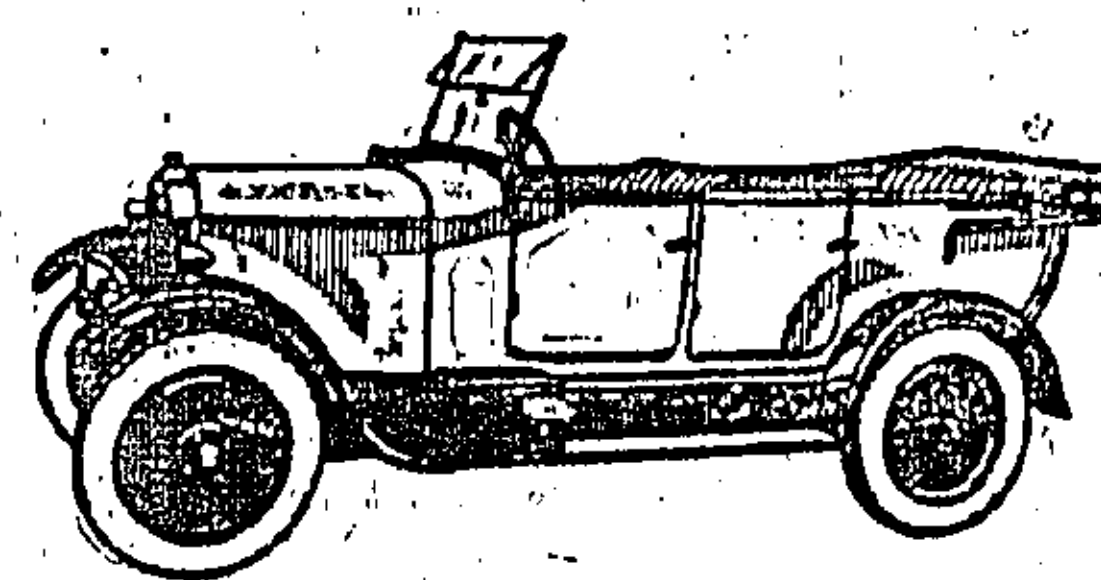
Telephone 61036.

(Call or arrange for a demonstration)

1926

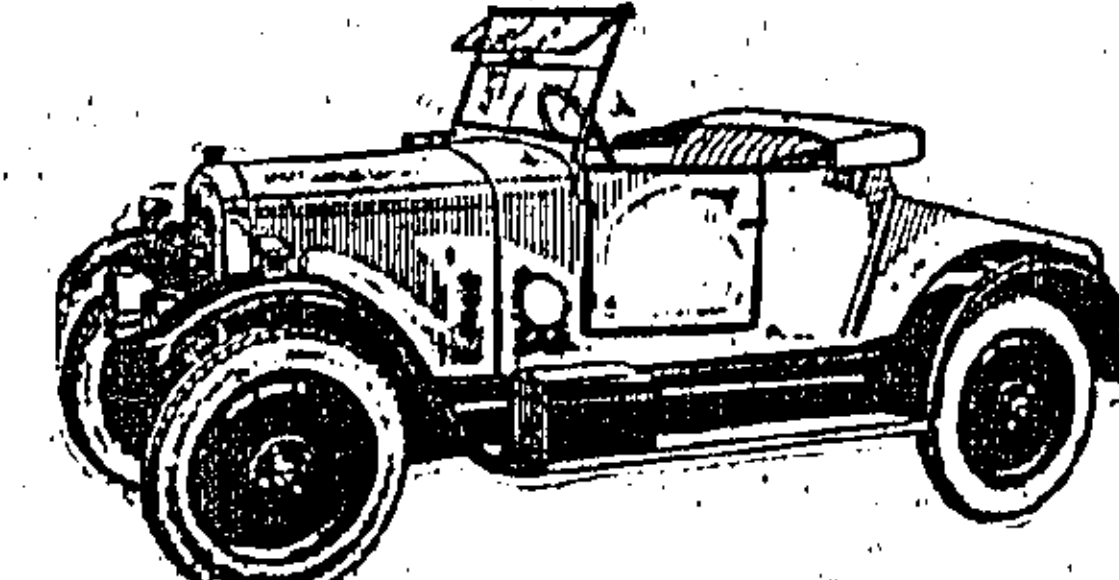
SINGER

1926



FOUR SEATER "DE LUXE"

\$2,200



TWO SEATER "DE LUXE"

\$2,200

BRITISH THROUGHOUT

OVERHEAD VALVES

PNEUMATIC UPHOLSTERY

FOUR WHEEL BRAKES

DUNLOP RE-INFORCED BALLOON TYRES

AUTOMATIC WINDSCREEN WIPER

35/40 MILES PER GALLON

COMPLETE ALL WEATHER EQUIPMENT LARGE RADIATOR

SMART, EFFICIENT AND ECONOMICAL

"SINGER"

represents all that is best in British Light Car Engineering.

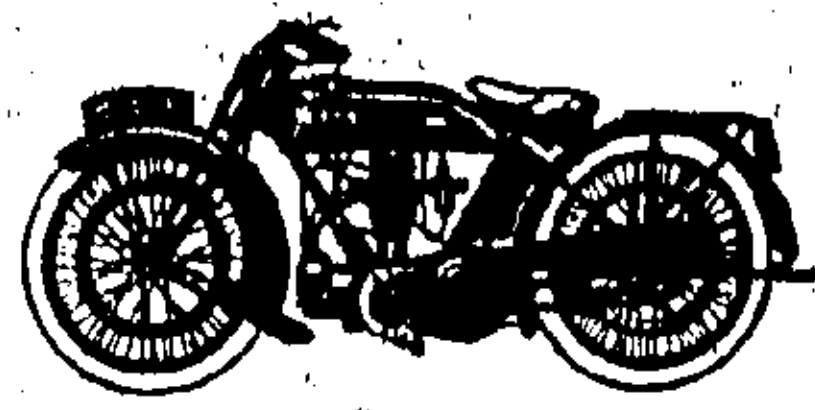
FOR FULL SPECIFICATION AND DEMONSTRATION

APPLY TO

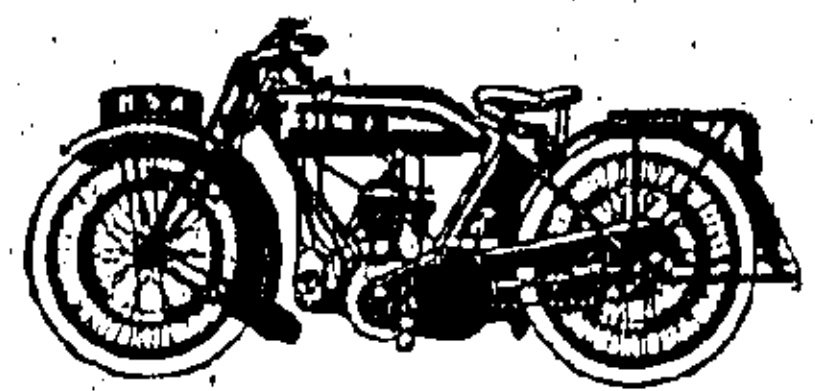
GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

B. S. A. MOTOR CYCLES



Famous For Reliability
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Full Particulars from the
Sole Agents:

THE SINCERE CO.

THE OUTDOOR LIFE IS THE HEALTHY LIFE

Enjoy the Great Outdoors by
becoming an owner of one of the
following excellent machines:—

THE "AUSTIN SEVEN" MOTOR CAR
TRIUMPH, A. J. S. and INDIAN
MOTOR CYCLES.

Stock now available

Call at our Office and we shall
be pleased to explain how easy
it is to become a happy owner.

Alex. Ross & Co., (China), Ltd.

No. 1A, CHATER ROAD,
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No other
Motor Spirit
at any price
costs so little
per mile

AS

"SHELL"

ASIATIC PETROLEUM CO., (S'C) LTD.

(INCORPORATED IN ENGLAND.)

THE PLAIN MAN AND HIS CAR.

VI.—CONTROLS (Continued)
(By P. W. F. Mills.)

Consideration of gear changing would not be complete without some reference to use of the throttle pedal before, during and after the change.

Before changing "up" the car will naturally be accelerated in the lower gear, and therefore the throttle will be fairly wide open. During the actual changing operations the foot should be removed from the throttle pedal. When the higher gear is engaged and the clutch is finally "in" the throttle may again be opened to suit the new speed of the car.

Before changing "down" the amount of throttle opening will depend on the circumstances which demand a change to a lower gear. A change "down" may be necessary or desirable for a number of reasons apart from hill climbing. Dense traffic through which it is imperative to crawl at very slow speed, awkward corners which must be taken slowly, regaining speed after sudden braking from some cause, short steep inclines which cannot be "rushed"—all these may necessitate a change to a lower ratio in order to avoid excessive strain on the engine bearings and the universal joints. Under each of the conditions referred to the car may be proceeding at a fair speed with a considerable amount of throttle opening immediately before the change of gear is made, and the amount of further throttle opening required to speed up the clutchshaft in the changing operation itself can be judged only by practice. It is a safe rule, however, to open the throttle too wide rather than not wide enough, as a serious discrepancy between the theoretically correct speed and the actual speed of the clutchshaft may make engagement of the new ratio difficult, and in the former case delay in "getting the gear in" is bringing about better conditions. In the gear box whereas in the latter case delay is only making matters worse. The greater the "drop" from one ratio to another the wider must be the throttle opening, and the greater the chance of a nervous driver being unwilling to press the throttle pedal really far down, having perhaps an idea that by so doing he may increase the likelihood of damage to the gears. There can be no doubt that the recent increase in the popularity of four-speed gear boxes is largely due to the fact that a four-speed box invariably provides a ratio which is only slightly lower than that of top gear, the change from "4th" to "3rd" being quite an easy one requiring but little acceleration of the clutchshaft and at the same time being low enough to give the engine a chance to drive the car at low speeds without undue "snatch" on the transmission. It is often disconcerting for an inexperienced driver who has succeeded in engaging a lower ratio to discover that on allowing the clutch to engage after the change the car slows up with a grinding noise instead of proceeding comfortably in the new gear. What has happened is this. He has allowed the throttle pedal to come back to the "off" position after speeding up the clutchshaft, and after engaging the clutch, the throttle opening is much too small for the speed of the car. Thus the momentum of the car is called

upon to "drive" the engine, and the braking effect on the car is considerable. During the second clutch withdrawal, the actual engagement of the lower gear and the final engagement of the clutch the throttle pedal should be held down, though not, as a rule, quite as far down as was required for speeding up the clutchshaft.

Gear changing is undoubtedly the greatest difficulty met by the beginner, but the rules are so simple, and, moreover, so obvious to anyone who cares to understand the reasons for them that there can be no excuse for the painful exhibitions of the practice known as "hanging on to top" sometimes given by drivers of experience. It is frequently desirable to change "down" for a few yards only, just as it is frequently desirable to proceed very slowly for a few yards only, and such forms of laziness as "slipping the clutch" are altogether to be condemned. Amongst the extremely foolish there is an idea prevalent that the use of the lower ratios provided on all cars stamps the driver as a person afraid to travel at high speeds or the car as wanting liveliness. A driver who subscribes to this fallacy is apt to leave a gear change which will inevitably be necessary until the last possible moment, much to the disadvantage of the car. Apart from the important question of wear and tear on the engine and the transmission it must be remembered that acceleration and deceleration, both of which make for safety in traffic work, are improved by using the lower ratios.

It is occasionally advisable to descend a dangerous hill or one of more than ordinary length in a lower gear in order to relieve the car brakes of a certain amount of the decelerating load. If it is decided to descend a hill in a lower gear the change "down" should be made before the car has been able to gather speed as the faster the speed of the car the more difficult will be the change. Should the driver fail to mesh the lower gear and be "hung up" in neutral position it may be necessary to negotiate the remainder of the hill on the brakes alone, with not even such assistance from the engine as would have been available had the gear change not been attempted.

There is little to be said about engaging gears with the clutch out of engagement when the car is stationary. It may be found, however, that a certain amount of difficulty is experienced in engaging low gear before starting away the car. If the attempt is made immediately after withdrawing the clutch the clutchshaft will remain spinning for a short period and will be brought to a standstill as the gear wheels mesh. Should the period between clutch withdrawal and gear engagement allow sufficient time for the clutchshaft to cease spinning there is just the chance that it will come to rest in a position such that the teeth of the wheels which it is desired to mesh will be opposite each other and prevent meshing. Should this occur bringing the gear lever back into neutral position and momentarily engaging the clutch will provide a remedy.

(To be continued.)



Listen here, man, are you of the clan that speeds in an automobile? How do you drive? With nerves all alive, whenever you sit at the wheels?

Where is your mind, left far behind because you're a victim of speed? Why take a chance? Snap out of the trance. Judgment's the thing that you need.

Think it all over. What's it all for? How much real time do you gain? When a man drives, endangering lives, he's right on the verge of insane.

Automobiles, most everyone feels, are worth while, whatever the expense. Agreeing that's true, the thing we should do, is drive them with good common sense.

The toll, up to date, is startlingly great, with recklessness mostly to blame. The thing that we need is to cut down our speed, and drive in a way safe and sane.

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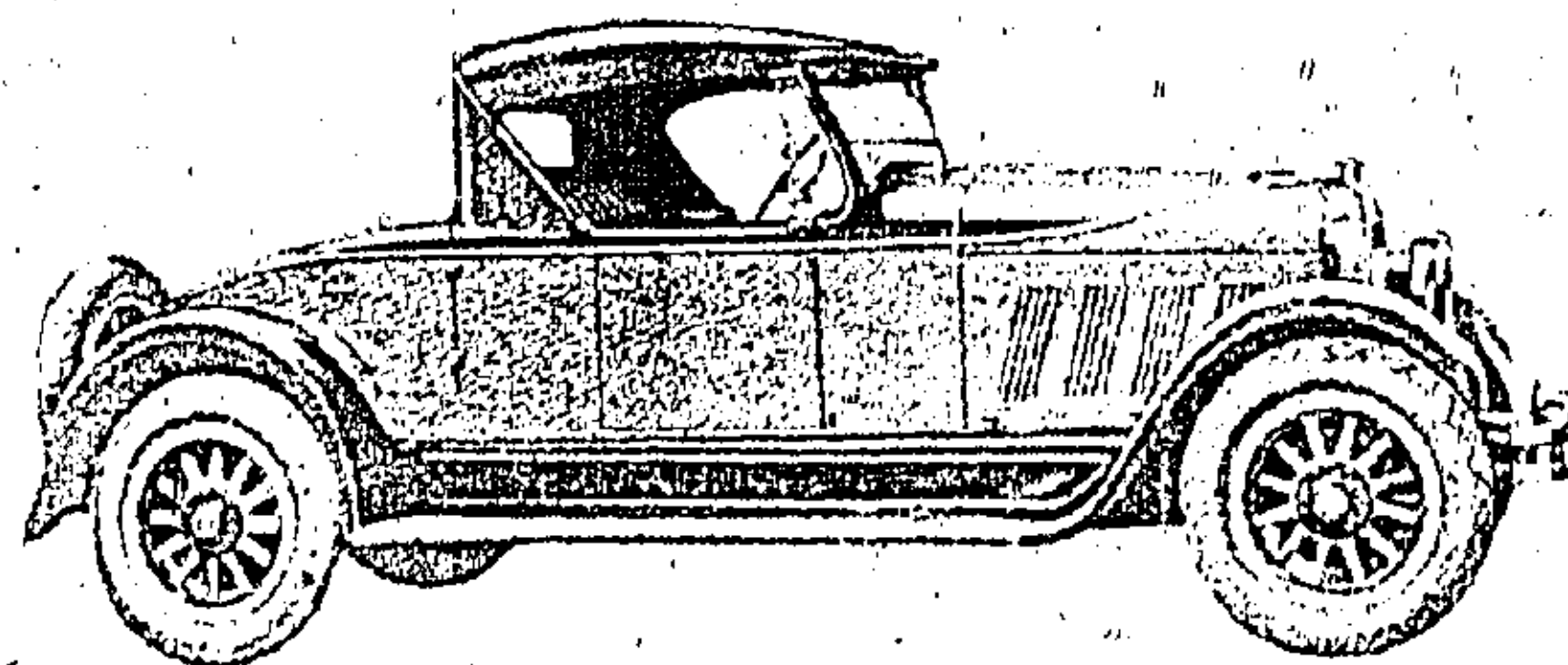
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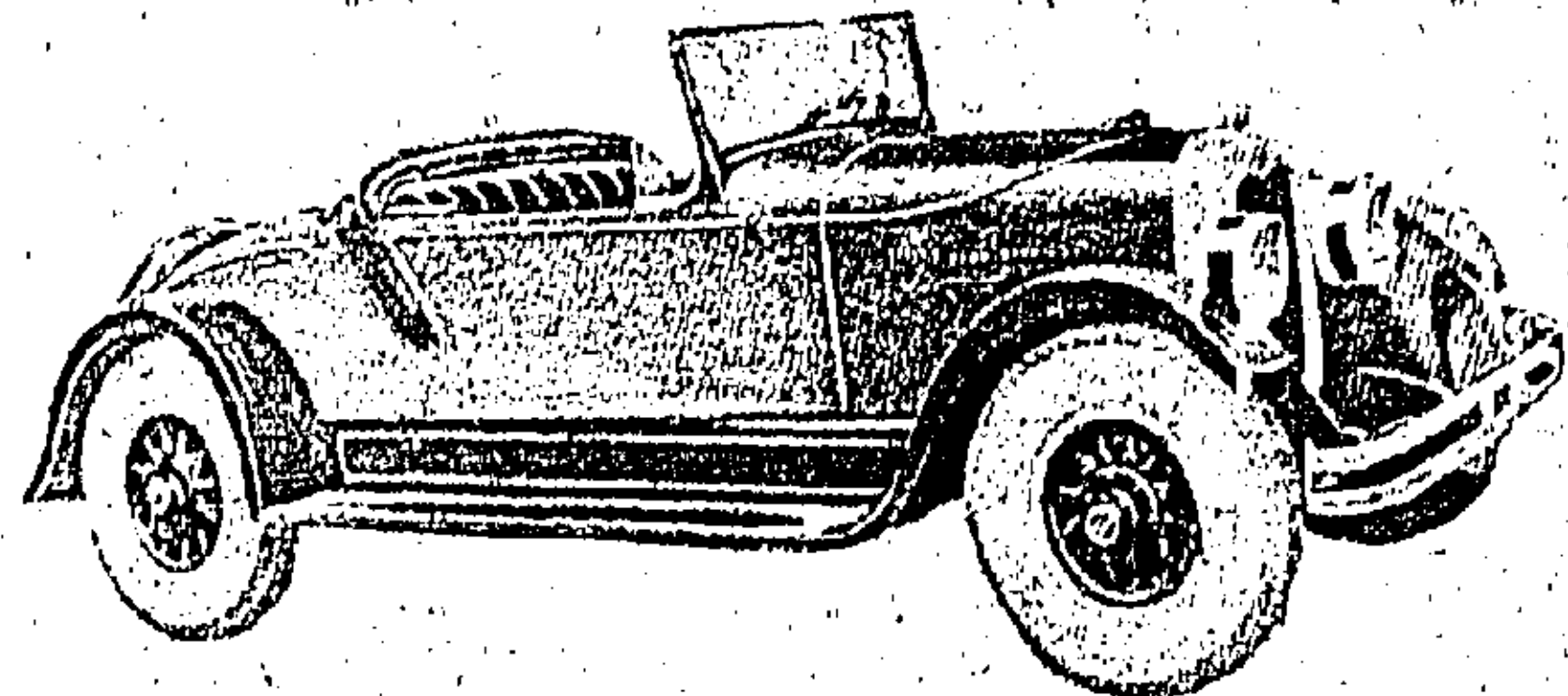
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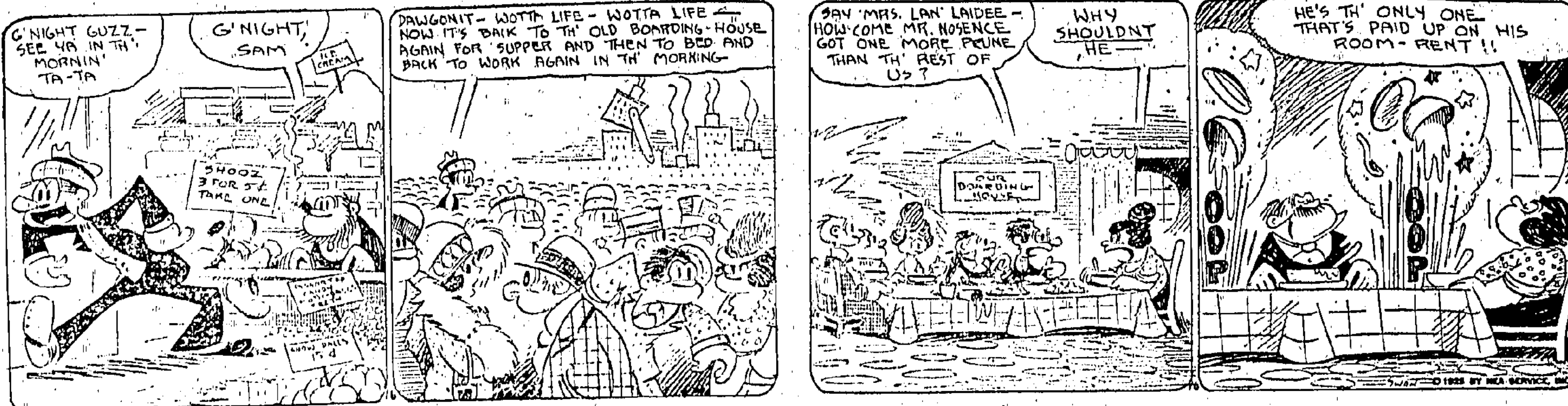
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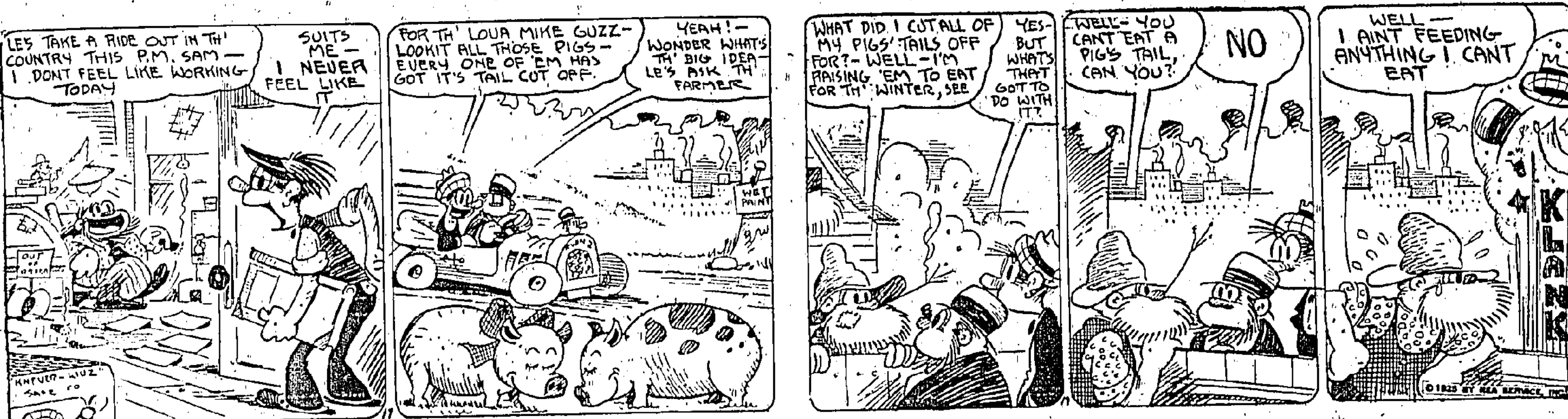
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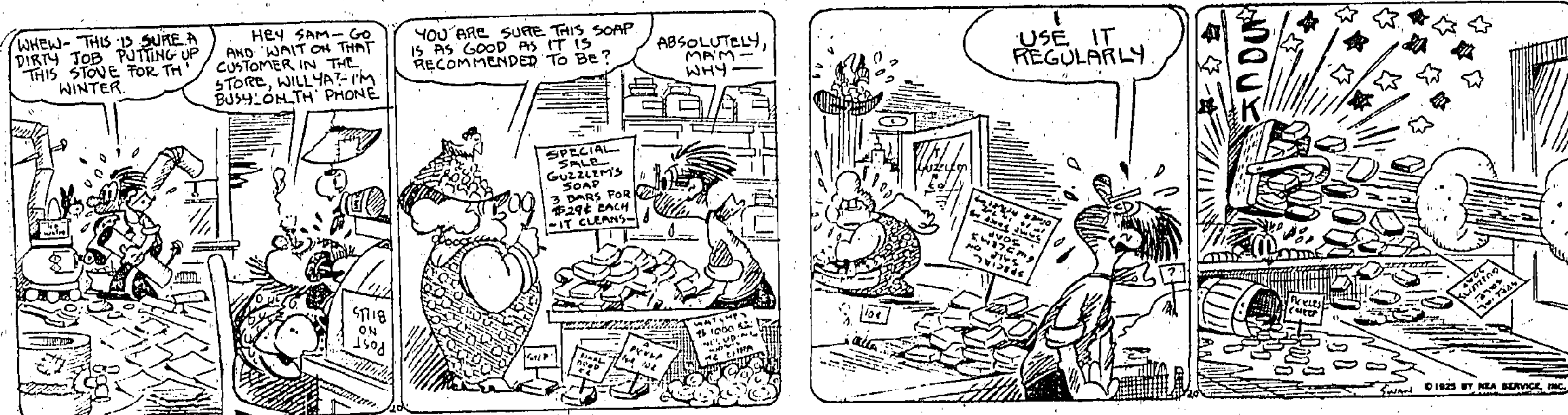
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No Sale



2 Plus 25 Makes 27—Doesn't It?



INDIANS AS ARMY ENGINEERS.

MAJOR GENERAL HARVEY'S VIEWS

Giving evidence recently before the Indian Sandhurst Committee at Delhi, Major General R. N. Harvey, Engineer-in-Chief, said there was the greatest competition for the engineering service. After the war every one wanted to be a gunner but now they wanted to be sappers.

Questioned regarding the course of training, the witness said that one desiring to be a Royal Engineer first gets a certificate of character etc. from the headmaster of a public school and then competes for entrance to the Royal Military Academy, Woolwich. There he is trained in military duties. He then joins Chatham where he receives training in military engineering and thereafter proceeds to Cambridge for a degree in civil engineering. He returns to Chatham and is eventually given a commission as a Royal Engineer if he is high up in his class.

The Chairman asked whether witness would allow any difference in examinations and standards for Sandhurst in India compared with that in England.

General Harvey was very emphatic that there must be absolutely the same syllabus, the same standard and the same test.

BRITISH N. C. OS.

As regards the difficulty of employment of British N. C. Os under Indian officers, to which witness had referred in his statement, the Chairman said he was pleased to find from British units that this difficulty was not so serious.

The Chairman asked whether Thomason College training at Roorkee could compare with the training imparted at Cambridge and Chatham. General Harvey replied decidedly not. His experience of S. D. Os was that while some there had done extraordinarily well others did not.

Mr. Jinnah said: Supposing it was decided to train Indian Sappers and Miners what would witness suggest?—Send them home for training.

Supposing Woolwich does not take them?—You are going to experiment with an Indian Sandhurst I presume. You may experiment with an Indian Woolwich as well.

"ESPRIT DE CORPS."

Mr. Jinnah suggested that Roorkee might take the place of Chatham.

Witness agreed that it had the foundation and could be brought up, but this was a big supposition.

As regards Cambridge, Mr. Jinnah suggested that Thomason College might take its place if improved.

Witness agreed, but pointed out that while it was possible to have the same teaching and the same standard and test, the differences between education in England and that to be had in India would remain. The difference was that at Chatham and Woolwich they got their training as soldiers and the esprit de corps which could never be got up here. On this point witness was examined over and over again by Mr. Jinnah, Pandit Motilal and other members. He conceded that in India there should be the same syllabus, the same test and a proper class of instructions.

If under those conditions a Royal Engineer was to be trained in India by giving the training that is given at Woolwich, Chatham and Cambridge would it not be possible to get the same result?

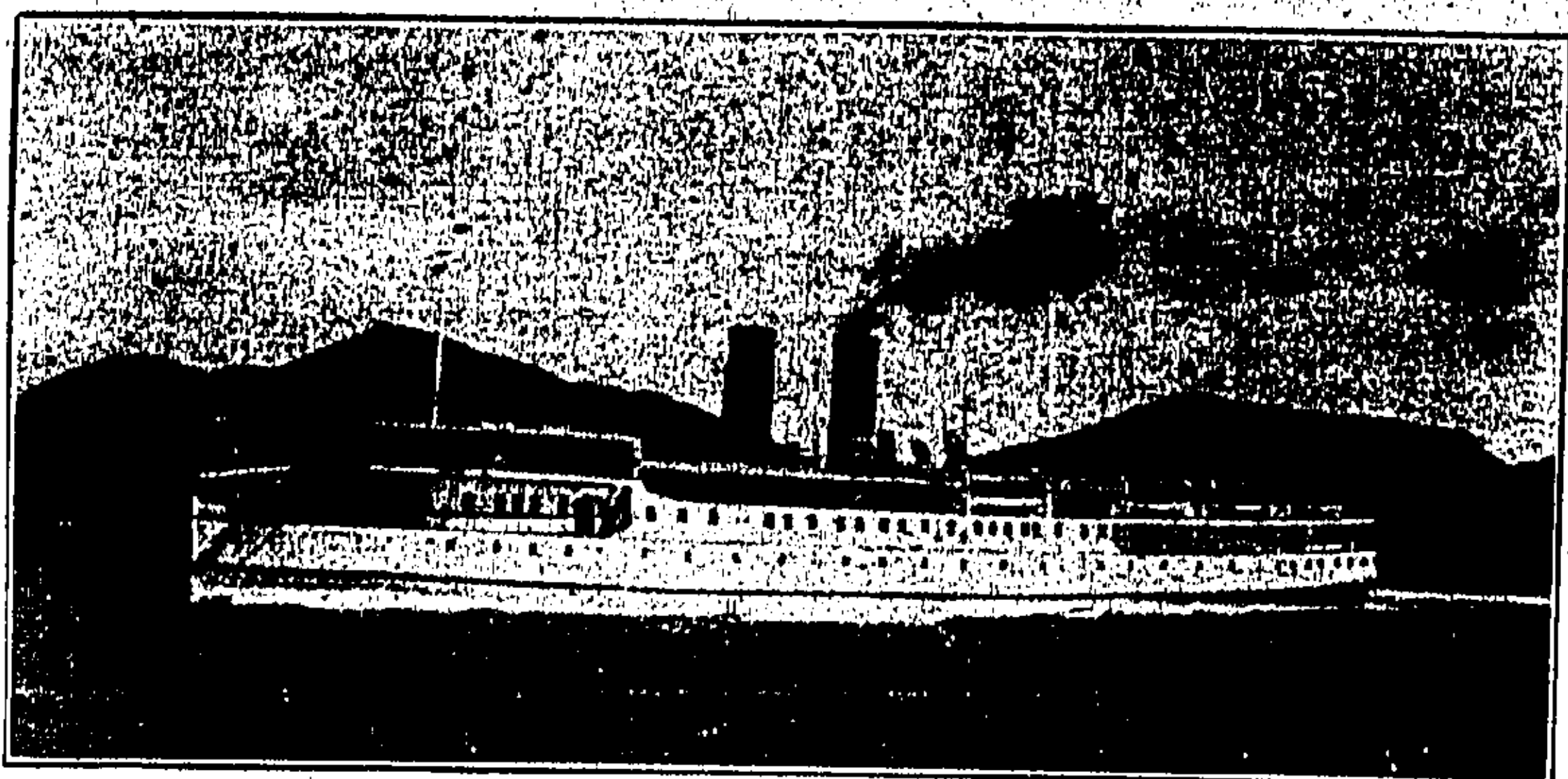
General Harvey said he was sure that if they wanted a Royal Engineer they must send their boys to Chatham. There they had traditions, the esprit de corps. There he (cadet) would be one of a hundred, while in India he would probably be one of a dozen and that would make all the difference.

Mr. Zorawar Singh asked whether during the transition period there would be any clash between British and Indian Royal Engineers if they served together and if the former had to serve under the latter.

Witness did not think so. He held that training for both should be the same.

WHITEAWAY'S FOR STANDARD VALUES

STEAMBOAT COMPANY'S LATEST



The s.s. Taishan, the latest addition to the fleet of the Hongkong, Canton and Macao Steamboat Company. She is the finest boat now plying on the Canton River.

COMING TO HONGKONG.

LADIES WIN ROUND WORLD TRIP.

Among the passengers arriving on s.s. President Polk due at Hongkong on January 19 will be Miss Irene Mitchell of Chicago and Miss Geraldine Dyson of the State of Illinois, who were winners in a contest, the first prize of which was a trip around the world on the Dollar Steamship Line.

These young ladies, by their entire efforts in the sale of tickets for admission to the Illinois Products Exposition, which was held at Chicago last October, have earned the title "The two best sales ladies for Illinois." They disposed of thousands of tickets to individual purchasers. Through Miss Mitchell's efforts in the City of Chicago, 1,785,000 tickets were personally disposed of. Miss Dyson, whose territory was the entire State of Illinois, outside the City of Chicago, required a considerable greater amount of labour, and on account of the larger population, her present endeavours represented the sale of more than four million tickets.

In addition to the two trips around the world for the first prizes, various other prizes were offered, and the young ladies of Illinois and Chicago, by their efforts in the sale of tickets, secured an attendance at the Illinois Products Exposition, which broke all previous records. Among the other prizes offered were fifteen tickets via Dollar Steamship Line steamers from New York via Cuba and Panama Canal to San Francisco.

The entire bevy of 17 prize-winning sales ladies for Illinois left New York on the Dollar liner s.s. President Polk on November 26th, receiving one of the most enthusiastic farewells ever witnessed in New York. All of the party were decorated with badges labelled "Taking Mighty Illinois Around the World." Enthusiastic receptions have been tendered the young ladies at Havana, the Panama Canal ports, also Los Angeles and San Francisco. At Los Angeles, several of the sales ladies received offers to enter the service of the various moving picture companies. At San Francisco, the party was welcomed by special representatives from the Chicago Chamber of Commerce, and also a huge delegation of old residents of Illinois now residing in San Francisco. During the stay of the liner in San Francisco, the young ladies were extensively entertained.

Miss Mitchell and Miss Dyson, continuing on their way around the world, received an enthusiastic send-off from San Francisco. Cable advices from Honolulu state that Illinois residents were out in force upon arrival of the s.s. President Polk at that point. It is expected that these two young ladies will receive special attention at all ports on their way around the world.

PROSPECTING IN AUSTRALIA.

GOVERNMENT PROVIDES BIG SUMS.

Melbourne, Jan. 15. The Government has introduced two Bills in the House of Representatives providing for \$40,000 to encourage prospecting in precious metals in Australia and \$60,000 to encourage prospecting in petroleum.—*Reuter*.

GOD'S WILL II.

By the Rev. G. R. Lindsay, M. A.

The will of God is very often as bright as summer sunshine, but not always. Sometimes it seems as a dark thunder cloud. Our coveted plans are thwarted. Our coveted legitimate possessions we desire, or the position we have given of our best to win. Our financial affairs go wrong and looked-for retirement has to be postponed. Our dearest die and leave us lonely. At such times men are inclined to speak of the will of God in a tone of fatalism. God's will seems to be an oppressive thing—something hard and despotic, pursuing them relentlessly against their will and compelling obedience. And this feeling produces either an attitude of abject submission—"It is the Lord, let Him do what seemeth Him good"—or, on the other, an attitude of obdurate rebellion—"Who is the Lord, that I should obey His voice."

"I am the master of my fate. I am the Captain of my Soul."

But the spirit which God seeks is that of resignation, that is, a humble acceptance of something we believe must be best in a will wiser than our own. How many mental collapses and nervous breakdowns would have been averted if men and women had learned this secret? It is the hardest lesson we have to learn. Many a man's faith has rocked almost to fall when so learning the inexorable, mysterious demands of the will of God. Yet, God can teach us to His will even here, in the fascinating autobiography of the late John G.

Paton, pioneer missionary to the cannibal islands in the New Hebrides, he tells in poignant language how, shortly after his arrival on Tanna Island, his young wife died, and to crown his sorrows his baby boy was taken a week later and he was left alone. He laid their precious dust in the same quiet grave, in all of which last offices he himself, despite a breaking heart, had to take the principal share. "It was very difficult," he writes, "to be resigned, but feeling immovably assured that my God and Father was too wise to err in anything that he does or permits, I looked up to the Lord for help and struggled on in His work. I do not pretend to see through the mystery of such visitations, but this I do know and feel, that in the light of such dispensations it becomes us all to serve and love our Blessed Lord so that we may be ready at His call."

Paton had learned that "it is better to walk in the dark with God, than to walk alone in the light." Like his Master he knew how to do the will of God. Resignation in the Christian sense is never abject submission. It is the gentle yielding of a lover, it is resignation of one who loves for better, for worse, for richer, for poorer. It is human love bending to love Divine.

For neither tribulation, nor sorrow, nor disappointment, ill-health, nor life nor death is able to separate us from the love of God which is in Christ, Jesus our Lord.

BOXING BOUT.

CARPENTIER TO MEET McTIGUE.

New York, Jan. 15. The State Athletic Commission has approved of the proposed Carpentier v. McTigue, bout, subject to the winner meeting Berlebach, the lightweight champion.—*Reuter's American Service*.

CORRESPONDENCE.

[To the Editor, Hongkong Telegraph.]

Football Dispute.

Sir,—In the very delicate situation we now are in, it simply stunts us to find that the Hongkong Football League should be so irresponsible as to act in the manner it has towards the South China Athletic Association. The action is ultra vires in the opinion of many familiar with the rules governing the League.

The effect of the action may be localised in a way, but I venture to predict that unless the League Committee shows a decent spirit of tolerance at an early date, the sense of grievance on the part not only of the football players but also of the large Chinese community interested in this sport will intensify the bad feeling already existing which many are trying to remove for the good of all.—Yours etc,

Pylo.

Hongkong, Jan. 15th, 1926.

QUEEN'S THEATRE.

TO-MORROW'S SYMPHONY CONCERT.

As the result of the great success of the symphony concert arranged for last Sunday evening at the Queen's Theatre, the management have secured the very fine orchestra of H.M.S. Hawkins for one more performance, to-morrow evening when the following programme will be given:

- (I) Suite—Woodland Pictures. Percy Fletcher.
- (a) In The Hayfields.
- (b) In An Old World Garden.
- (c) The Beaneast.
- (II) Allegro Moderato—Symphony in B Minor (Unfinished) Schubert.
- (III) Selection—Tannhauser Wagner. This, of course, is quite in addition to the picture programme arranged. There is no increase in prices.

SHIP ASHORE.

MISHAP TO HOMEWARD BOUND BOAT.

London, Jan. 15. A message from Fortes Puris says that the s.s. Kasenga, from Hankow for Havre and London, has gone ashore on the beach at Torre Faro.—*Reuter*.

TO-DAY.

Dollar on demand 2s.4/16d.
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AN EXILE DUKE.

A ROMANTIC ROYAL FIGURE.

Mr. Milton Bronner, a well-known American writer, recently wrote from London:—A big heavily-built man in loose-fitting, comfortable clothes brushed past us in this London shop run by Frenchmen for Frenchmen and where the chief articles on sale are French newspapers, magazines and books and the French cigarettes put out by the French government through its tobacco monopoly.

Three or four clerks, French republicans all, run up to greet the big man and ask solicitously about his health. And he asks about theirs. Then he brings them closer by a wink and tells them a naughty story, and a group of happy Frenchmen laugh together.

But one soon notices they do not address him as "Monsieur." "Monseigneur" is the word that is used.

Monseigneur, Monseigneur!

Then it comes back to us—that big felt hat, that bold nose, that projecting chin, that blonde beard now streaked with gray. Ah, of course, it's the Duke of Orleans, head of the Houses of Bourbon and Orleans, principal pretender to the throne of France.

He was born in England and he lives part of his time near London and part near Brussels.

His personality remains a mystery, although in republican France there is an active royalist party which elects members to the French Parliament, maintains an army of agitators, the "Camelots du Roi," and a daily newspaper, "L'Action Francaise."

But few of his French followers have ever seen him close up and simply human, as we have just seen him in this French shop. Over in France they know he has been a great hunter. They know he did some exploring in the Arctic regions of Greenland years ago. They know he fell off a horse and hurt his hip.

They know he was once "in Dutch" with the king of England



Duke of Orleans.

because of some careless remark he let drop about Queen Victoria. And they know that some years ago the duke welcomed to his home in England his nephew, Ex-King Manuel.

Philippe, Duke of Orleans, was born in Twickenham near London in 1869. Educated in Paris, he had to leave because all his family were barred.

He returned to England, went through the great military college of Sandhurst and for two years served in the British army in India. In 1900 he came to Paris in disguise and asked the privilege of serving in the French army, a duty all young Frenchmen have to perform.

He was recognized, arrested and sentenced to two years' imprisonment. All the royalists of France smothered his cell in flowers, fruits and delicacies. The republican papers laughed at the 14-course dinners in the prison of Clairvaux.

The government commuted his sentence and escorted him out of France with a warning never to return. He hasn't. But he tried to during the war, asking to be allowed to serve in the French or British armies.

France vetoed it. Then he asked President Wilson to be allowed to serve with the American troops. Another veto.

Since then he has dropped out of public view. But he's great friends with the clerks in the French bookshop in London.

STAYING AT VIENNA.

JULIUS EPSTEIN, 95, TIRED OF LIFE.

The name of Julius Epstein is irrevocably associated with the history of modern music. He was, for years, the most celebrated teacher of piano at the Vienna Conservatory, where the greatest virtuosos of the last generation have studied. He was born in 1830. And curiously, and indeed tragically, he still lives.

This fact will startle many who know his name, because all except a few of his most recent pupils have forgotten him. He is a living refutation of the idea expressed by Bernard Shaw in "Black to Mehuselah" that longevity is desirable, for as the number of his years nears 100 he finds himself a living ghost, a man who has survived not only his own contemporaries but the contemporaries of his children; whose friends, one after another, have passed into oblivion or into history, as he himself, though yet living, has become a personality of history.

For a decade or more he has been confined to his room, and there, in a chair or bed, visited only occasionally by some middle-aged men who remember him as a venerable and reverence-inspiring figure in their extreme youth, he awaits his end, surrounded by the portraits of his friends and pupils, long since dead.

Sometimes, in a melancholy mood, half-rebellious that his years stretch on and on, he takes a long cane and points around the walls at the faces which look down upon him. These photographs, dedicated to "my dear friend" or "my beloved teacher," he tolls off, one after another. "My dear Rubinstein—dead! My Joachim—dead! My Brahms, my Mahler, even my son—dead!"

This man, whose birth almost coincided with the death of Beethoven, has known intimately all the great musical personalities who already, for us, are memories living only in the immortality of their works.

One day when Epstein, already a recognized figure in the Vienna musical world, was teaching in the conservatory, a shy, bland North German lad came to see him. He twisted his hat between his fingers from sheer nervousness, but managed to get out that he wanted to study with Epstein.

"What is your name?" asked Epstein, kindly, of the boy.

"My name is Johannes Brahms," he replied shyly.

The two words meant nothing to Epstein, and nothing to anybody in the world, at that moment. But Epstein had not taught the bashful boy many weeks before he realized that his pupil was no common clay. He began to beg him to appear before the public, to let himself be shown. But Brahms shrank from publicity. Epstein, all afire with enthusiasm, rented a little concert hall in the "Tuchlauben" and himself organized the concert and sold the tickets.

It was the first time the name of Johannes Brahms ever became known to a public which was one day to include the whole civilized Western world.

The shy, blond boy became a man; the lad studying piano became a great composer; the great composer died at a ripe age. But his teacher lives on in the little Vienna flat, and, pointing with his cane to the picture on the wall, murmurs only, "Dead!"

Another day, years later, a prosperous alcohol manufacturer from the Bohemian city of Brunn came to Vienna, leading his son, a youth in his teens, who had protested, against his father's advice, that he wanted to study music.

The alcohol manufacturer came, in the course of events, to Julius Epstein. Epstein talked to the father and to the young boy. He heard him play. He read some little compositions which the boy had put together. And then, turning to the father, he said, "What do you want to make out of your son?"

The father smiled. "If I had my way—an alcohol manufacturer, like myself," he replied.

Epstein adjusted his glasses and winked behind them, a little fustily, in his pedagogic manner. "In this world," he said, "there is plenty of alcohol, but of brains there is never enough." So he kept the son of the alcohol manufacturer with him, and he became a musician. His name was Gustav Mahler.

I have heard that a young woman once came to study the piano with Epstein. They worked to-

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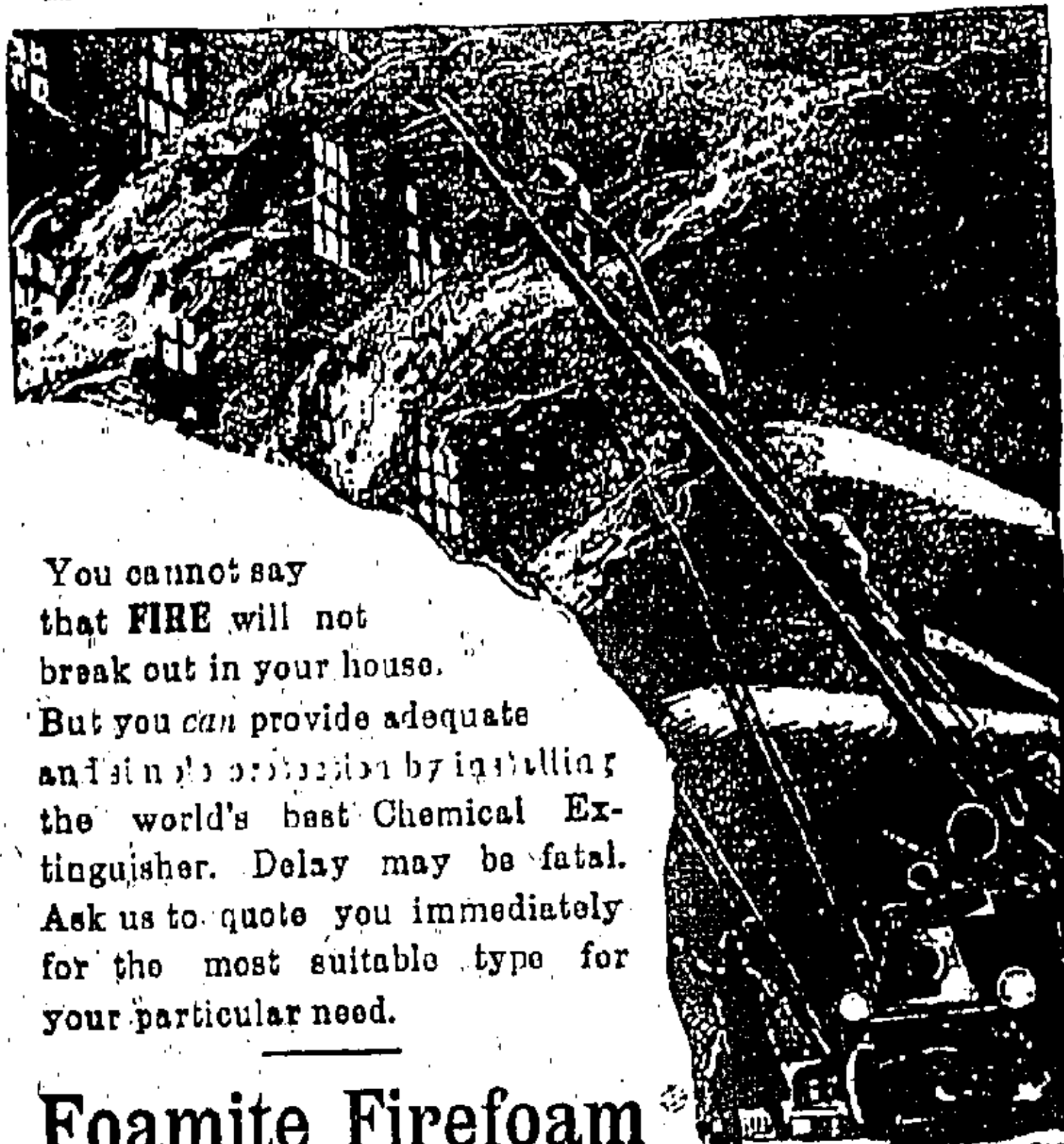
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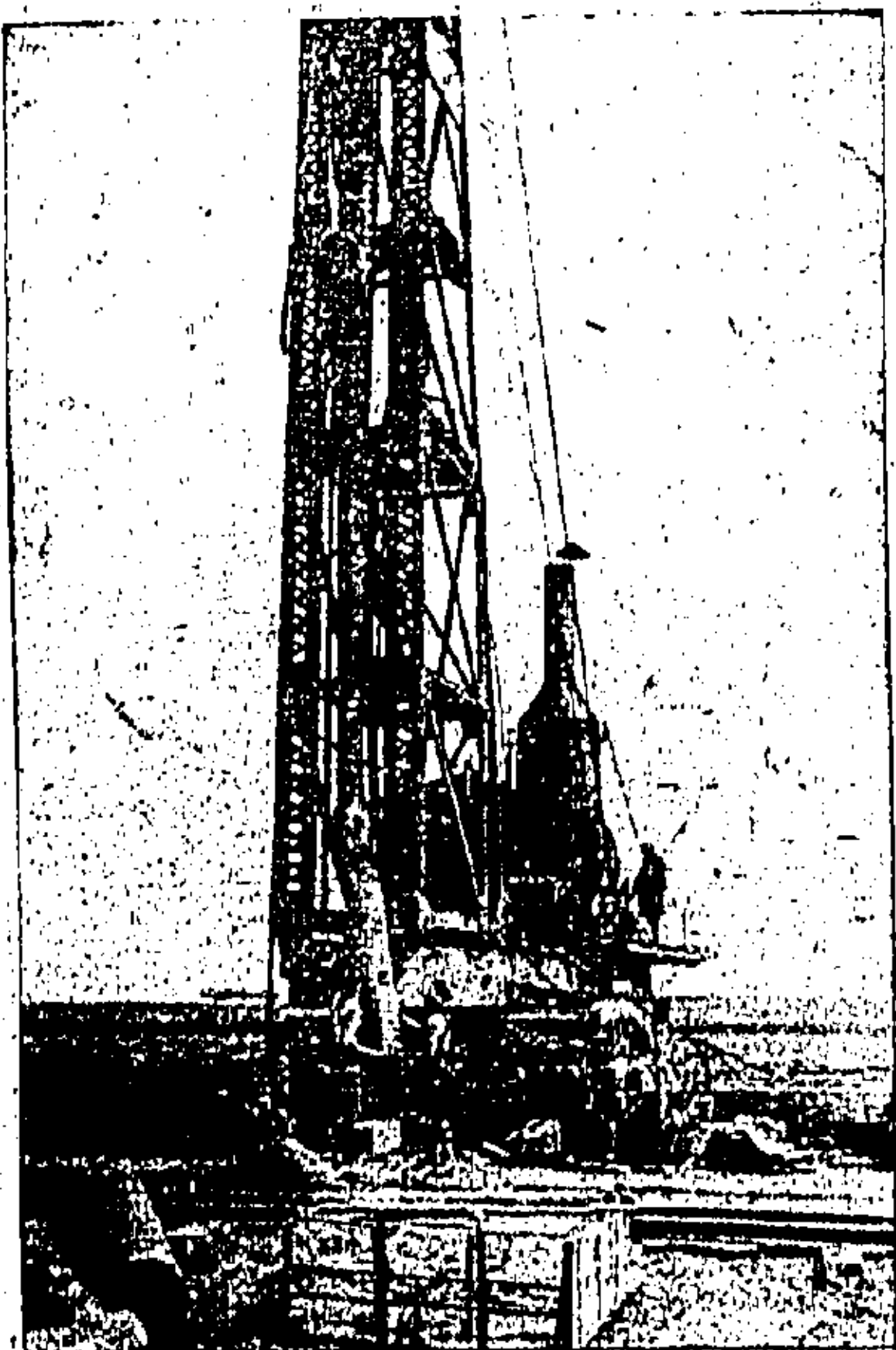


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Metro Star, says

In the silent drama, where the whole appeal is to the eye, pretty teeth are tremendously important, and formerly a great problem. Today Pepsodent is regarded at least as important as any other part of "make-up." How amazingly it acts one never knows till using it after ordinary, old-fashioned methods.

Max Murray



Those \$100,000 a year smiles in the movies

How motion pictures' famous stars gain the gleaming, pearly teeth that make smiles worth fortunes—how you can clear your own teeth in the same way. A simple test that reveals the most amazing of tooth methods—a new method urged by leading dental authorities of the world.

SMILES in the cinema world sell for thousands—that is, some smiles. Gleaming teeth are essential. Otherwise a smile can have no value. So these people follow the method here explained not only for the satisfaction and beauty they gain, but as a matter of cold business.

Now a test of this method is offered you—simply use the coupon.

The amazing effect of combating the film which forms on teeth. Dull teeth, dingy, discolored. Now they are made whiter, more appealing.

Run your tongue across your teeth and you will feel a fine film of ordinary dentifrice. A successful remove, yet which absorbs discolorations and clouds and dulls your teeth.

Remove it and your teeth take on a new beauty—a gleaming clearness that seems almost incredible. You may have gloriously clear teeth without realizing it. Thousands of people do.

New methods remove it. Modern dental science recently discovered ways to remove and combat that film. For besides impair-

ing beauty, it invites most tooth troubles and decay. It clings to teeth, gets into crevices and stays. It holds food substance which ferments and causes acid. And in contact with teeth, this acid causes decay. Germs by the millions breed in it. They, with tartar, are the chief cause of pyorrhea.

You must remove it at least three times daily and constantly combat it. For it is ever forming, ever present.

Now in a new type tooth paste, called Pepsodent, this enemy to tooth health and beauty is successfully fought. And that is the famous tooth "make-up" method of the greatest stars of screen and stage—the dental urge of world's leading dentists. Its action is to curdle the film; then harmlessly to remove it. No soap or chalk, no harsh grit so dangerous to enamel.

Results are quick. Send the coupon for a 10-day tube free. Find out what is beneath the dingy film that clouds your teeth. Note their whiteness, their gleaming charm. You will see and feel immediate difference. Your friends will mark it.

Protect the Enamel. Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combantant which contains harsh grit.

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FELINE FREEDOM.

THE LEGAL STATUS OF THE CAT.

In the High Court of Justice the cats' Magna Charta has been signed and sealed, provisionally at all events, says the "Times," referring to a recent English case. The legal status of the cat was never clearly established, though there has been no doubt about the position in law of his traditional enemy, the dog. Now the Judges have decided that the cat has equal rights with the dog—and, be it noted, equal responsibilities. Indeed, the cat is permitted to have greater scope than the dog to indulge its wayward propensities.

A common cat, according to the Court, "was even more than a dog able and willing to trespass over a neighbour's roots, gardens, and trees." This is the form of tort of which the dog in some ways is incapable. It was held, of course, that cats are not *fero naturae*. But the cat in the case before the Court was admittedly, like all cats, in the category of *mansuetæ naturæ*; it really had the rights of any ordinary citizen of the realm. It went, however, beyond its legal privileges; it ceased to be the harmless, necessary cat. It caused more than a flutter in the dove-cote and, instructed no doubt by some politicians, it robbed hen-roosts. It killed pigeons and devoured bantams; and then arose a point of law the decision of which made it a martyr in the feline tribe. Its crime indeed has made history. It suffered the fate of all cats which "run amok"; it was destroyed because its excess of appetite grew by what it fed on. Yet its owner was sued for the damage which it had done in providing cold suppers for itself. The plaintiff was called upon to prove scienter, that is to say, he had to show that the owner of the cat knew of its vicious and voracious propensities, and, knowing of them, allowed the tabby to roam and commit what may be termed *avicide*.

NO EXCUSE.

There was no excuse for the cat's conduct. If it was well fed at home it had no right to take lives of innocent pigeons and bantams; it was trespassing on the fox's province without justification. It forfeited its citizenship as a cat, but its action and its end have elicited from two of His Majesty's Judges, let us hope, an abiding charter of feline freedom.

The case came before a County Court Judge in the first instance. He found that the "roaming character of cats was a recognized habit," and "the custom was to allow them to roam about freely." It was for the owner of the pigeons he thought, to keep them out of the way of cats. The Divisional Court did not wholly adopt that view, but the appeal of the pigeon owner was dismissed. Cats, the Judges very rightly said, regarded birds as their natural prey, but they did not cease thereby to be tame animals. Thus the owner, who did not know that his cat, instead of snatching sparrows in the moonlight hedges, was seizing pigeons and bantams in a neighbour's yard, was held not to be liable for the first offence of pussy.

The real result of the case is that cats have great privileges both by day and night, but they must not become habitual criminals. Otherwise their owners must become aware of their habits, and must be made liable for their depredations.

Since the middle of last century Quakerism has been subjected to a gradual change. The segregation of sexes is no longer observed. The assistant-clerk of the Meeting for Sufferings is a woman. "Thee" and "thou" are no longer heard, except in old Quaker homes—not outside them. The distinctive dress has gone. But not wholly disappeared. It is still worn by a little independent group of Derbyshire Quakers, who, about 1850, drifted from the main body on account of what they deemed its evangelical tendencies. Though no such reason for protest remains, the little group keep nominally apart, and most of them wear the traditional garb. That garb, by the way, was but a survival from the 18th century, a symbol of the Friends' dislike of change. It was discarded when the awful truth became apparent that it cost more than conventional clothes and had therefore lost the pristine simplicity.

EXPLORER'S DREAM.

HIMALAYAS ACCESSIBLE AS ALPS.

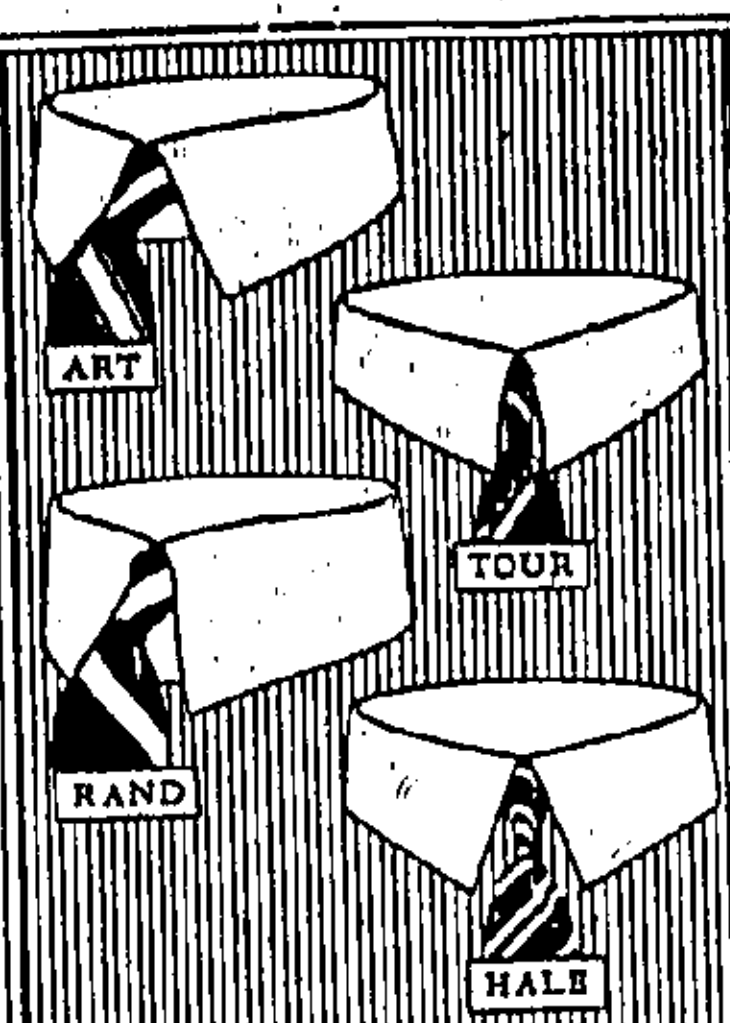
Roads and railways over the Himalayas! This is one of the possibilities envisaged by Sir Francis Younghusband in his introduction to Lieut.-Col. E. F. Norton's "The Fight for Everest" (Edward Arnold and Co., 25s.).

"If in Switzerland men think it worth while to spend so much money simply to get enjoyment from the Alps," he writes, "it may be assumed that, in course of time, they will be no less anxious to get similar enjoyment from the Himalayas."

To have Kashmir, Sikkim and Kulu covered with funicular railways will fill many with horror. But the Himalayas is a larger playground than Switzerland, and there will be room for all for many centuries to come.

And accessibility to the beauty of the Himalaya will bring enjoyment to thousands and thousands from all over the world as well as from India. The Himalayan peoples too, will have their manhood stirred, and like the Sherpa porters on Mount Everest, be shown of what they are capable.

The narrative is contributed by Brigadier-General C. G. Bruce and other members of the Everest expedition.



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'A Sandy Mac please'

The Liner was three hours out from New York.

Through the bar door a head thrust itself for the seventh time since sailing.

Furtively, appealingly the head glanced at the Steward.

'Alright now, Sir.'

And the rest of him appeared.

'Buck up, Steward—please buck up!'

'What are you wanting, Sir?'

'Wanting! Wanting!! What would an honest man be wanting in a bar after three months of desiccated, parched, sultry, arid, drydust existence? Wanting? Wanting, did you say? Oh, man! A Sandy Mac please!'

Sandy Macdonald Scots Whisky

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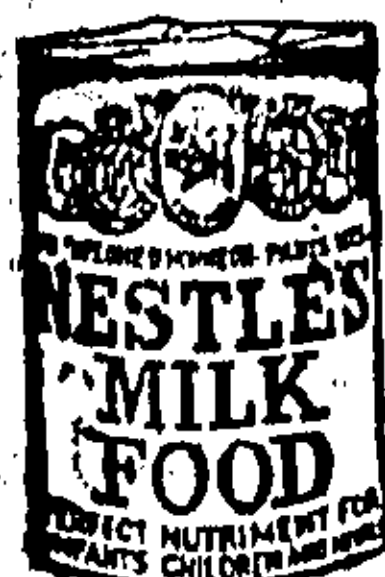
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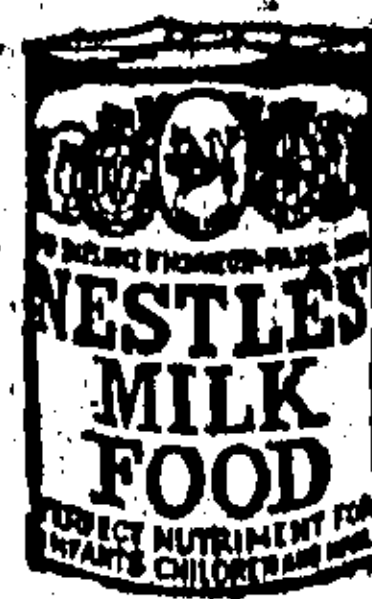
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FOR
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WOMEN'S INTERESTS

AND
INVALIDS



These Victorian ladies did not step from the pages of Goody's Lady's Book. They are society women who made a great deal of money for charity resurrecting the Victorian clothes that had been packed away, and staging a Fashion Show at the Greenwich Country Club—a fashionable resort of the New York 400. From left to right, Mrs. Ashton Crosby, Mrs. Horace T. Dyer and Mrs. Trenholm Marshall.

Clothes make the woman, and women make their clothes to fit their times.

The men of the Victorian age glorified the helpless woman. And, then women, accordingly reached the zenith of their helplessness.

They clung as they have never before clung in history. They could faint deliciously at the slightest provocation—if a man was conveniently near.

They cultivated a sweet, womanly look. If they worked their brains overtime, they were careful not to let anyone know about it unless they wished definitely to be classed with that obnoxious element, the "strong-minded" woman. And to be called strong-minded in those days was a term of opprobrium.

And how did the helpless woman dress? Over a corset that compressed her waist into a 16-inch circumference, she wore tightly stayed basques, many, many, flounced petticoats, and skirts that billowed out over bustles and pads and trained over much of the surrounding territory.

This made it impossible for her to take a good full breath of fresh air, or a brisk walk or to run away from danger.

The Victorian woman really believed that a woman needed a strong masculine arm to lean

on, and she carried her belief into her dress. So it absolutely expressed her viewpoint, her psychology.

Everything we do, even to what we wear, is the definite result of what we think. We talk today about expressing our individuality in our dress as though it were something to be desired instead of something we can't possibly help doing.

Does the woman of to-day express herself in her dress absolutely, just as surely as her Victorian prototype did?

In the first place, she knows she isn't helpless. She knows she can support herself, even to the point of making her own million if she wants to. She believes in herself. So she no longer makes herself man's inferior by her dressing.

She has discarded her stays, her superfluous petticoats, her frills, and usually her extra locks. She has made herself comfortable so that she has physical endurance. Comfort makes it possible for her to indulge in all the sports men enjoy and to get the same benefit from them.

She doesn't put on frills and ribbons to get the attention of man—she challenges him on his own ground. She works beside him in an office and does her work as well as he does his. She

plays golf or tennis with him—and she holds her own. He doesn't need to give her the game—he has to fight for it.

She doesn't marry just because she is helpless and needs a protector. When she marries, it is because she wants to, not because it is the only way out.

All this independence and assurance is expressed in woman's clothes as well as her acts.

Many modern writers and thinkers deplore the modern woman and pine for the older type of womanly woman—what they really yearn for is the helpless woman, who stayed in the background and wasn't so much in evidence in the business and political world.

Women may go back to tight corsets and long skirts. You can never tell what the next swing of the pendulum will bring, but they will not do so until they change their mental outlook.

The Victorian woman believed she was helpless, the modern woman doesn't. Each is honest in her belief. And each dresses according to her conscience.

You can reconstruct the history of women and figure out their psychology in every age by studying what they have worn. Clothes are more accurate than historians when it comes to recording women.

THIS WEEK'S RECIPE.

PINEAPPLE MARSH-MALLOW PUDDING

Eight marshmallows, 1 cup shredded canned pineapple, 1 cup whipping cream, 2 tablespoons powdered sugar, 4 thin squares of sponge cake.

Cut marshmallows into quarters. Combine pineapple, marshmallows and sugar and let stand in a cold place for one hour or until stiff and fold in pineapple mixture. Pile on squares of sponge cake and serve.

THE SMARTEST FROCK.

The smartest frock to wear under a fur coat this year is a velvet one, matching the fur in colour, or a shade or two lighter, but in the same tone. Failing velvet, a soft moire is pretty, and wears wonderfully, or there are all the wonderful satins and marocains. A plain colour will give, far more than a pattern, the effect of an ensemble, which is what we all try for. Chiffon and georgette don't look well under a fur wrap; the contrast in materials are apt to have a trashy, inadequate sort of look for day wear in winter.

If you feel that your frock is too dull in colour for you, it is easy to cheer it up by a few touches of silver or gold. These are very smart just now. Recently seen was a nutria coat worn over a velvet frock which was just a shade lighter in colour, and which had a most amusing little plain collar and cuffs of gilt leather. The wearer wore gold earrings, and her little velvet turban, of the nutria colour, was embroidered in gold. The effect was charming, and one can imagine it being just as attractive worked out in silver. A silver-grey velvet frock, for instance, with touches of silver leather, under a moleskin wrap—don't you like the sound of that?

MUFF BACK.



Once winter brought the muff as inevitably as it did the snow, but for the last few seasons women have been so busy holding their coats and wraps together in front they didn't have their hands free to hold one. Now that coats again fasten, and hands are empty, the muff is due to return. This one is of seal and ermine, and goes very beautifully with the black velvet and ermine coat.

WINTER SPORTS KIT.

What are winter sportswomen wearing?

Well, very few women wear skirts nowadays; trouser suits and jodhpurs enjoy a greater vogue than ever this year. This garment is particularly popular with the professionals and semi-professionals and those who rather fancy their prowess, and they prefer black or khaki.

There are gay colours, too, but these have been selected by the philanderers in sport, who spend more time in the ballrooms at night than on the snow-covered slopes by day.

Proofed gaberdine is the favoured fabric. There is another material which is having rather a vogue—that is, whipcord and Egyptian cotton has been called into service for cheap suits, and those which are made in small sizes for girls. Both these materials are well proofed.

The advantage of the trouser suit over the one made with breeches is that no puttees are needed with the former.

In every picture the winter sports girl is portrayed with floating scarf and tiny woollen cap. Very picturesque from the artist's point of view, but, as a matter of fact, amongst practical sportswomen the pull-on felt is a great deal more worn, and this year are being seen light-weight velours.

JOTTINGS FROM A PARISIAN NOTEBOOK.

A garment which is going to be very important in future is a quaint little jumper made of beige or bois de rose unted ermine, or more novel still clipped baby amb or caracul. These jumpers are fashioned on the slimmest lines and are cut to slip over the head.

Caracul has come in for an extraordinary amount of attention and is one of the most popular furs for the fashioning and trimming of coats.

A kasha lining for smart velvet and satin coats is very much to the fore. Gay colours such as emerald or bois de rose are combined with black, while in lighter colours a patterned design is generally chosen, borders of which bind the hemline, mark the pockets and face the reverse.

A lining in an ensemble which claims some sense of kinship with the frock is a difficult matter in these days of simplicity. A new fad is a pocket on the frock fashioned of interwoven gold or silver braid. The same braid outlines the lining in the coat, with a couple of bands usually marking the waistline. The final touch is an inside pocket attached to the lining on each side, exactly matching the one adorning the frock.

A novelty embroidery has been invented to adorn the floating panels of fairylike frocks of chiffon. This embroidery is worked in a multitude of colour, and applied flowers of chiffon, made on the tiniest possible scale. These are intermingled without any set design, and to complete the scheme, odd-sized circles of gay chiffons are added with button-hole stitching.

Cord is holding a most important place in trimmings this season, especially on draped gowns which are bound round the edge, and caught up into a bunch of gathers to be finished with a long cord tassel.

DON'T WORRY.

We all know the chronic worrier. The woman who always sees calamity over ahead. Each new event that comes along or threatens the come along, is for her a new matter of apprehension.

To be sure most of the things she worries about never happen, and the real problems of her life are not the things she foresaw in time to fear.

But the fact remains that she squanders her vitality and her nervous system, maybe ruins her good digestion, and brings wrinkles into her face, worrying.

And she accomplishes nothing with all this tremendous waste of emotion. Things happen just as they would have if she could have remained calm and tranquil about things.

Life is very short. We can't afford to squander the two resources which make it most pleasant, our good health and our good looks. Consequently we can't indulge in worrying any more than we can in too much rich food or too riotous living.

The thing which causes us to worry is either something that can be remedied, or can't. The thing to do is to look it squarely in the face. Swallow an unpleasant truth or so if necessary, but get down to the issue.

If the cause cannot be changed, there is only one thing to do—don't think about it. Force yourself to shut it out of your consciousness. Just close your mind to it, and let the blow fall when and where it will. Since you can't stop it, you might at least save your strength for the finish.

But most of our worries are avoidable.

One way to keep from worrying is to keep the mind and muscles occupied. We owe it to ourselves to have a good long, brisk walk in the fresh air every day. If we don't dance or swim, we should not neglect the good old daily dozen, and all the various exercises that keep the body supple and the waistline under control.

We need to keep our thoughts occupied by good reading, and by interest in what is going on about us.



This is the style of beauty preferred in Paris. Mlle. Renoff was one of the three girls representing the Folies contestants won by a pretty plurality.

FASTENING PILLOW SLIPS.

The good appearance of a bed depends very much upon the pillow slip fastenings, yet to keep them in good order takes up a deal of a busy woman's time, for buttons are invariably casualties of the laundry.

A useful idea, which helps in this direction is to give the pillow slips two sets of button-holes instead of one. The buttons themselves are fixed to a length of tape at intervals which correspond with the button-holes on the pillow slips. It is slipped into position below the one set of button-holes and then fastened through the other set in the ordinary way. These sets of button-holes are very easily slipped out when the beds are changed and fixed into the clean linen.

Another method does away altogether with fastenings. In this case the pillow slip is made

EXTRAVAGANT GLOVES.

Hand-painted gloves are a new mode destined for wear with matching shoes or bags. Designs of birds are the newest notion; daring flamingoes and vivid parakeets are reproduced. Extraordinarily cutout cuffs are another experiment; these being further adorned with stamping and braiding, and almost as gay as those belonging to the gallants of the Elizabethan age.

A more feminine device is a glove fashioned with a tiny pocket, just large enough to hold a filmy pocket handkerchief safely.

with a deep fold-over on the one side. It must be at least six inches, and into this fold the end of the pillow is placed. The other side is hemmed in the ordinary way.

THE LATEST FOR EVENING WEAR.



Here are seen a frock of sea-green tulle over silver cloth and an evening wrap of lustrous metal cloth with light blonde fur.

A BEAUTIFUL BROADWAY ACTRESS.



Miss Anne Caldwell, beautiful Broadway show girl.

THURSDAY'S BOXING.

VISITOR ON THE MAIN EVENT.

We have received the following impressions of the main event in Thursday's boxing tournament from an Australian visitor who was present:

Gardner, 124½ lbs., looked considerably heavier than Bowles, 122½ lbs., but this did not affect the latter who did all the leading, and a ding-dong fight resulted in Gardner being crowned and decorated the winner after 15 strenuous full-of-peg rounds.

Gardner has a garland of olive leaves or some such, tattooed right across his chest, and it was above this foliage that Bowles centred his best efforts in an endeavour to pluck the stilet fruit.

The first round opened quietly, nothing sensational happening. Each exchanged a few mild taps and apparently they were both sizing up each other's weakest line. The second and third rounds piled a few points in Bowles' favour, but Gardner was taking no chances and during the fourth some nice left jabs which he sent out were useful and so evened up matters again. The fifth was, if anything, slightly in favour of Gardner who took Bowles to his bosom occasionally and in the in-fighting proved too rugged and strong for the slim drummer.

The sixth was a dangerous round and it held a chance for Gardner that did not reappear for many rounds later. The seventh saw Bowles leading and missing more often, Gardner using his head to advantage and moving back out of the danger zone whenever there was cause. They each had their share of the ninth and tenth, but during the eleventh Gardner's left jabs to the face were a source of annoyance to Bowles, and so piled up points in the former's favour. The 12th and 13th held little to decide from, and I believe they shared honours on those two rounds. The fourteenth provided a thrill when a left and right sent over by Gardner in lightning-like succession almost closed the squabble. But Bowles was not of the kind that go quietly and demonstrated this by recovering and fighting back as if nothing had happened. The 15th was as sparkling as any of the preceding rounds, but with Gardner always just the superior, scrap and will never bloom in although Bowles need not be discouraged. He put up a good Gardner's dreams as a good thing in the Biff and Bash Department.

RUBBER FROM MEXICO.

HEAD OF FIRESTONE CO. TESTIFIES.

Washington, Jan. 15. Evidence on familiar lines, urging America to turn her attention to rubber production, was given by Mr. Harvey Firestone, the tyre manufacturer, before the Congressional Rubber Committee, though he deprecated measures which might be regarded as retaliatory towards the British or any other Government.

He added that the first rubber shipment from Mexico was, at present en route to the United States, despite the burning of buildings and holding up of shipments by the revolutionaries.—*Reuter's American Service.*



THE RETURN OF THE INEBRIATE.

"How cold your feet are to-night, Adela!"—*Journal Amusant, Paris.*

U.S. AND WORLD COURT.

OBSTRUCTIVE TACTICS IN SENATE.

Washington, Jan. 15.

The Senators who oppose American adhesion to the World Court have begun to obstruct the resolution for adherence, keeping up a constant flow of oratory in the Senate, including Senator Blease, reading Washington's farewell speech to his generals wherein occurs the classical advice to avoid "entangling alliances."

Mr. Blease bantered and told the Senators, most of whom knew the speed by heart, that he would not consider it discourteous if they proceeded with other affairs while he was reading.—*Reuter's American Service.*

GERMAN STEEL TRUST.

BIG CAPITAL FIGURES.

Berlin, Jan. 15.

It is expected that the capital of the new Rhenish Westphalian Steel Trust, will approximate six hundred million marks.—*Reuter.*

ITALIAN DEBT.

AMERICAN AGREEMENT REACHED.

Washington, Jan. 15.

The House of Representatives by 257 to 123 has approved the Italian debt agreement.—*Reuter's American Service.*

VICAR'S FIRST WIFE.

SECOND MARRIAGE ENDS IN NULLITY DECREE.

On the ground that her husband was already married to another woman, who was still alive, the wife of the Rev. Aaron Emmanuel Suffrin, vicar of Waterlooville, near Portsmouth, was, in the Divorce Court last month, granted a decree of nullity with costs. The case originally came before the Court in July, and was adjourned for further evidence. The facts as then stated were:

Mrs. Suffrin went through a ceremony of marriage with Mr. Suffrin on April 19, 1905, at St. Martin-in-the-Fields, London. There were three children, aged 16, 13 and 10.

Mr. Suffrin was a Jew, born in Rumania. In 1872 Mr. Suffrin was married in Rumania to Sima Feigha Almasanu, and lived with her for some two years. There was one child of that marriage.

In 1874 there was a Jewish divorce, but counsel said that had no effect in Rumania, and that according to Rumanian law Mr. Suffrin remained the husband of the lady whom he had married in Rumania, and who was still living.

BECAME A CHRISTIAN. Mr. Suffrin came to England, became a Christian, and a clergyman.

In 1905 he was curate at Weybridge, where he met a Miss Sanger, and, telling her that he was a widower, he married her. In 1908 he went to the Vicarage, at Waterlooville. For Mr. Suffrin it was urged that he was only 16½ or 17 at the date of his marriage in 1872, and that, according to Rumanian law, the marriage, if it took place, was void, because a male could not contract a marriage under 18.

After the Rumanian law had been discussed counsel for Mrs. Suffrin said it was established that Mr. Suffrin was 19 when married in 1872, and consented.

The President, giving judgment, found that—

Mr. Suffrin was validly married to his first wife; that she was now alive; and that he treated the marriage as binding, consenting to be married. He was of full age when he married in 1872, of legal capacity and consenting, and that marriage was valid.

The law of Rumania was as had been stated, and there would be a decree of nullity with costs for the petitioner.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.

Hongkong, \$1,065 ss.
Chartered, £212 n.
Mercantile A. and B., £294 n.
Mercantile C., £134 n.
P. and O., £94 n.
East Asia, \$85 n.

Marine Ins.

Canton Ins., \$590. b.
China Underwriters, \$2.25 n.
North China, Tls. 145 n.
Unions, \$253 b.
Yangtze, \$35 b.

Fire Ins.

China Fires, \$165 b.
Hongkong Fire, \$800 n.

Shipping.

Douglases, \$33 s.
Steamboats, \$24 b.
Tugs, \$41 n.
Indo-China, \$38 n.
Shell Trans., \$71 n.
Star Ferries, \$60 s.
Waterboats, \$16 b.
Oriental Nav., \$250 n.

Refineries.

China Sugars, \$31 s.
Malabons, \$48 n.

Mining.

Bonguets, \$1.90 n.
Kailans, 45/- n.
Langkats, Tls. 331 s.
Shai Explorations, Tls. 5.45 n.
Shanghai Loans, Tls. 8 n.
Rauhs, \$5.80 s.
Tronohs, 55/- n.
Ural Caspians, 8/- n.

Docks, etc.

Kowloon Wharves, \$130 n.
Whampoa Docks, \$574 s.
Hongkows, Tls. 165 n.
New Engineering, Tls. 7 b.
Shanghai Docks, Tls. 114 n.

Lands, Hotels, etc.

H. and S. Hotels, \$84 s.
H.K. Lands, \$65 s.
Realtys, \$5 b.
Territorials, \$6 b.
Humphreys, \$134 n.
Princes Bldgs, \$150 n.
Rural Lands, \$7 s.

Cottons.

Ewos, Tls. 10 s.
Orientals, Tls. 3 n.
Shai Cottons, Tls. 60 s.

Miscellaneous.

Amusements, \$10.50 b.
Canton Ices, \$74 n.
Cements, \$15.50 n.
China Buses, Tls. 104 b.
China Lights, \$15 n.
China Prov., \$8 s.
Constructions, \$2.25 b.
Dairy Farms, \$174 n.
Der A. Wing, \$10 n.
Electrics, \$524 n.
Macao Electric, \$40 n.
Developments, 30 cents. b.
Ropes, \$40 s.
Tramways, \$22 b.
Lane Crawfords, \$122 n.
Mackintosh, \$214 n.
Peak Trams, \$16 b.
Sinceres, \$11 s.
Taxis, \$4 s.
United Asbestos, \$20 n.
Watsons (Old), \$124 b.
Watsons (New), \$124 b.
Powells, \$12 s.

France owes its State monopoly of tobacco—with which the French Government is being urged to part as a means of raising the financial wind—to the ostentation of a tobacco merchant's wife. At one of his State functions, it is recorded, Napoleon was attracted by the wonderful jewels worn by one of the guests and inquired who she might be and how her husband could afford to provide her with such adornments. He was told that she was the wife of a wealthy tobacco manufacturer. "Oh!" said Napoleon, and apparently did some hard thinking on the subject, for shortly after he had the tobacco traffic proclaimed a monopoly of the State.



"I come from the society for the aid of discharged prisoners. Have you any plans for when you leave here?"
"Yes. Two banks and an hotel!"
—*Journal Amusant, Paris.*

HONGKONG AND SHANGHAI RANKING CORPORATION.

HEAD OFFICE: HONGKONG.

Authorized Capital - - - \$50,000,000
Issued and Fully Paid-up - - - \$20,000,000
Reserve Fund - - - \$2,400,000
Silver - - - \$24,000,000
Reserve Liability of Proprietors - - - \$30,000,000

COURT OF DIRECTORS:

G. M. Young, Esq., Chairman
H. P. White, Esq., Deputy Chairman
D. M. Bernard, Esq., Hon. Mr. A. C. Lang
W. H. Bell, Esq., W. L. Fattenden, Esq.
A. L. Compton, Esq., J. A. Plummer, Esq.
Hon. Mr. F. H. Holyoak, T. G. Weall, Esq.

Chief Manager:

A. H. Barlow, Esq.
Manager: Shanghai - G. H. Stitt, Esq.

LONDON BANKERS:

WESTMINSTER BANK LTD.
CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 21st. Feb., 1924.

HONGKONG SAVINGS BANK

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 4 per cent per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong and Shanghai Banking Corporation.
A. H. BARLOW,
Chief Manager.
Hongkong, 7th. January 1925.

THE BANK OF CANTON LTD

Head Office Hongkong.

Established 1912.

Authorized Capital - - - \$1,200,000
Paid Up Capital - - - \$1,078,000
Silver Reserve Fund - - - \$ 700,000
BRANCHES: Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

CORRESPONDENTS in all principal cities of the World.
LONDON BANKERS: The Lloyds Bank Ltd.
Every description of Banking business transacted.
Deposit Boxes to let.

LOOK LOONG FHAN,

Chief Manager.

THE BANK OF CHINA

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital - - - \$50,000,000
Paid-up Capital - - - \$18,278,550
Reserve Funds - - - \$ 9,629,478.24

HEAD OFFICE: PEKING.

HONGKONG BRANCHES: 4, Queen's Road Central.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the World.
LONDON BANKERS: The National Provincial and Union Bank of England Ltd.
The Guaranty Trust Company of New York.
NEW YORK BRANCHES: The Irving National Bank, The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

TSU YUE PEI,

Manager.

行銀商工法中

BANQUE FRANCO-CHINOISE pour le Commerce et l'Industrie

(Incorporated in France.)

6, Chater Road, Victoria, Hongkong.

HEAD OFFICE:

74, Rue St. Lazare, Paris.

Capital - - - Frs 20,000,000.
Reserve - - - Frs 11,150,000.
Special Working Capital Frs 50,000,000.

BRANCHES: Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Peking, Shanghai, Tientsin, Canton, Hongkong.

BANKERS: FRANCE - Societe Generale - Banque Nationale de Credit, Banque de Paris - et des Pays Bas.

LONDON - Midland Bank Ltd. NEW YORK - Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.

A ROLLIN,

Manager.

Mrs. J. CRAWFORD,

Massage Hall

No. 14, Zetland Street.

BANKS.

INTERNATIONAL BANKING CORPORATION.

(Owned by the National City Bank of New York.)

Capital & Surplus - - - U.S. \$1,000,000

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 35 Bishopsgate, E.C.

BRANCHES:

Barcelona, Batavia, Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Harbin, Hongkong, Kobe, Madrid, Manila, Osaka, Panama, Peking, San Francisco, Cal., Shanghai, Singapore, Tientsin, Yokohama.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank. We are also able to offer our Customers the services of Branches of the National City Bank of New York in the principal countries of South America and in the West Indies.

G. HOGG,

Manager.

9 Queen's Road Central, Hongkong.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1853.)

Paid-up Capital - - - \$3,000,000

Reserve Fund - - - \$4,000,000

Reserve Liability of Proprietors \$3,000,000

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

BANQUE DE L'INDO-CHINE

HEAD OFFICE: 96, Boulevard Haussmann, Paris.

Subscribed Capital - - - Frs. 72,000,000.00

Paid Capital - - - Frs. 68,000,000.00

Reserve Fund - - - Frs. 69,667,283.54

BRANCHES

Bangkok, Hanoi, Pondicherry, Saigon, Shanghai, Singapore, Tientsin, Yunnanfou.

BANKERS:

In FRANCE: - Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In LONDON: - The National Provincial and Union Bank of England; Ltd; Comptoir National d'Escompte de Paris; Credit Lyonnais.

In NEW YORK: - J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. LECOT,
Manager.

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE: HONGKONG.

Authorized Capital - - - \$1,000,000

Paid-up Capital - - - 5,000,000

Reserve Fund - - - 1,000,000

DIRECTORS

Hon. Sir Shou-son Chow - Chairman
Fung Ping Shan
Li Kuo Chun
P. K. Kwok
Ng Ching Luk
Pong Wai Ting
Wong Yung Tong
Huiyeh Tai
Kau Yan Po
Chan Ching Shek

Every description of Banking and Exchange business transacted—Loans granted on approved securities.

SAFE DEPOSIT BOXES to let.

KAN GTONG PO
Chief Manager.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society) BANK.

Established 1924

Hongkong Branch established 1906

Authorized Capital Guilders - - - 150,000,000

Paid-up Capital Guilders - - - 50,000,000

Reserve Fund Guilders - - - 20,536,861

Special Reserves Guilders - - - 22,660,000

HEAD OFFICE: - AMSTERDAM.

Branches: Batavia, Bandjermasin, Kota-Radia, Rotterdam, Soerabaya, Semarang, Medan, Singapore, Calcutta, Padang, Sograbia, Palembang, Soerakarta, Soerabaja, Djember, Penang, Teluk, Djokjakarta, Tientsin, and The Hague, Hongkong, Wellesford, London Bankers - National Provincial Bank, Ltd.

Correspondents all over the world. BANKING BUSINESS OF EVERY DESCRIPTION.

M. J. HERBSCHLEB,
Agent.

THE P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1920)

With which is affiliated THE ALLAHABAD BANK, LTD. (INDIA)

Authorized Capital - - - 25,000,000

Subscribed and Paid-up - - - 22,594,150

Reserve Fund - - - 160,000

HEAD OFFICE: 122, Leadenhall London E.C.

WEST LONDON BRANCH: 14-16, Cockspur Street, London S.W.1.

EASTERN BRANCHES: Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and is addition to its Branches has Agencies in all the principal cities of the world.

L. E. HOPKINS,
Manager.

22, Des Voeux Road Central, Hongkong

ORIENTAL COMMERCIAL BANK, LTD.

HEAD OFFICE: 50 Des Voeux Road Central, Hongkong.

BRANCHES: - BANGKOK - SHANGHAI

Correspondents: - London: Westminster Bank Ltd; New York: National City Bank; San Francisco: Union Trust Co. of San Francisco; Canton Bank.

Authorized Capital - - - \$5,000,000

Paid Up Capital - - - \$1,500,000

Modern banking in all its branches. Current accounts, savings accounts, and fixed deposits solicited. Loans granted on approved security.

Overseas banking a speciality. INTEREST: - Current accounts 2 per cent savings 4 per cent. Fixed Deposits, 3 months 4 per cent, 6 months 4½ per cent, one year 5 per cent.

Safe Deposits, Boxes for Rent. Our Vaults safeguarded by time clocks and double combinations.

Wire transfer plat steel doors.

J. Y. LUM,
Manager.

THE HO HONG BANK, LTD.

(Established 1917.)

CAPITAL: Authorized Capital - - - \$20,000,000

Issued - - - 8,000,000

Paid-up - - - 4,000,000

Reserve Liabilities of Shareholders - - - 4,000,000

Surplus - - - 825,000

HEAD OFFICE: - SINGAPORE.

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

H. L. HUANG,
Manager.

THE YOKOHAMA SPECIE BANK LTD.

Established 1830.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Tables Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including, May, Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
LAHORE	5,252	22 Jan. noon	S'pore, Pang. C'bo & B'ba
KHYBER	9,114	23 Jan. noon	Miles, Casablanca, London & Antwerp
ALIPORE	5,273	1st Feb.	Singapore & Bombay
DELTA	8,097	4th Feb.	S'pore, Pang. C'bo & B'bay
MALWA	10,941	6th Feb.	Marseilles & London
KARMALA	9,128	20th Feb.	Miles, London & Antwerp
MANTU	10,902	6th March	Marseilles & London
KASHAIR	8,985	13th March	Miles, London & Antwerp
KHIVA	9,135	20th March	Marseilles & London
MOREA	10,918	3rd April	Miles, London & Antwerp
DEVANHA	8,155	17th April	Miles, London & Antwerp
KALYAN	9,144	24th April	Miles, London & Antwerp
MACEDONIA	11,059	1st May	Marseilles & London
KASHGAR	9,005	15th May	Marseilles & London

Frequent connections from Port Said for Transatlantic & Europe to Constantinople, Smyrna, Enghien and other Levant Ports by Steamers of the P. & O. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	6,949	20 Jan. 1 p.m.	S'pore, Penang & Calcutta
SANTHA	8,500	4th Feb.	S'pore, Penang & Calcutta
TILAWA	10,006	9th Feb.	S'pore, Penang & Calcutta
TALAMA	8,018	2nd Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	3rd Feb.	Manila, Sandakan, Thurs.
TANDA	6,958	3rd March	Island, Lower, Upper, B'ba
ARAPURA	4,000	7th April	Island, Lower, Upper, B'ba

The E. & A. S. Co., Ltd. steamers will also call at Shanghai, Hoio, Cebu, Kolamburan, Tawao, Timor, Darwin, or other ports as indicated on offers.

Frequent connections from Australia to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KARMALA	9,128	23rd Jan.	Shanghai, Moji & Kobe.
TILAWA	10,000	26th Jan.	Kobe & Osaka
TALAMA	8,018	3rd Feb.	Shanghai & Kobe
MANTUA	10,902	6th Feb.	Shanghai, Moji & Kobe
KASHIM	8,805	6th Feb.	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bdg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

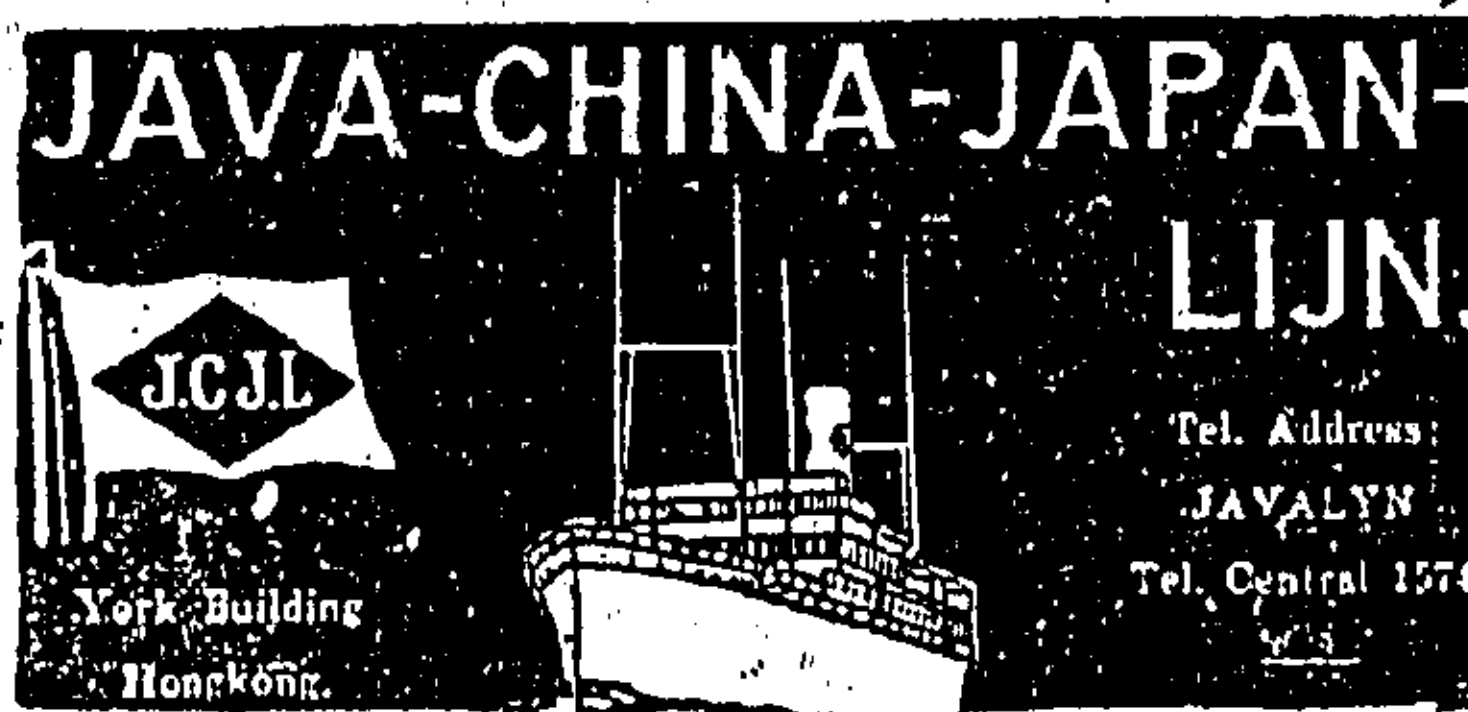
OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
PEMBROKESHIRE	In Port	CARNARVONSHIRE	23rd Jan.
GLENIFFER	23rd Jan.	L'don, K'can & H'burg via Oran	
GLENUGLE	7th Feb.	GLENISHEL	31st Jan.
GLENAMOI	23rd Feb.	L'don, K'dam & H'burg via Oran	
GLENARRY	4th Mar.	PEMBROKESHIRE	17th Feb.
		L'don, R'dam & H'burg via Oran	
		GLENIFFER	9th Mar.
		L'don, K'dam & H'burg via Oran	

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

AGENTS. Telephone: Central No. 215, sub-ex. 23 and 3696.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjisalak	Batavia	10th Jan.	14th Jan.	Shanghai
Tjimanook	Japan	12th Jan.	14th Jan.	Batavia
Tjibodas	N. China	14th Jan.	16th Jan.	M'sar & S'baia
Tjikini	B'kear	18th Jan.	20th Jan.	S'baia & Dalny
Tjikembang	Batavia	24th Jan.	26th Jan.	Shanghai
Tjisalak	Shanghai	26th Jan.	28th Jan.	Batavia
Tjiboeet	N. China	27th Jan.	30th Jan.	M'sar & S'baia

†Via Macassar
*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAM-BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).**MACAO LINE.**FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSIONS—On SUNDAY, 17th January, the s.s. "TAISHAN" will leave Hongkong at 9 A.M. from Company's Wing Lok Street Wharf, and return from Macao at 4 P.M.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America 0. 545. 5. 5420. 0. 5440

YOKOHAMA MARU ... Thursday, 28th Jan at 11 a.m.

KAGA MARU ... Saturday, 20th Feb.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KATORI MARU ... Saturday, 16th Jan at 4 p.m.

ATSUTA MARU ... Saturday, 30th Jan at 11 a.m.

KASHIMA MARU ... Saturday, 13th Feb.

HAMBURG via LONDON & ROTTERDAM & Ports.

LIVERPOOL via ADEN & MARSEILLES GLASGOW

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 20th Jan at 11 a.m.

MISHIMA MARU ... Wednesday, 24th Feb.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Saturday, 16th Jan

CALCUTTA MARU ... Thursday, 4th Feb

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... End of Feb.

ROMBAY via Singapore & Colombo.

MURORAN MARU ... Saturday, 2nd Jan.

HAKATA MARU ... Saturday, 30th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

KANGAWA MARU ... Saturday, 30th Jan.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Wednesday, 17th Jan.

SHANGHAI, KOBE & YOKOHAMA.

CSAKA MARU (Moji Direct) ... Tuesday, 21st Jan.

FUWA MARU ... Tuesday, 26th Jan.

TOGA MARU ... Thursday, 28th Jan.

FADO MARU ... Thursday, 28th Jan.

For further information apply to—

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422.

S. KINOSHITA, Manager.

Tel. Central Nos. 292, 293 & 2422.

S. KINOSHITA, Manager.

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S. KINOSHITA, Manager.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BEDFORD" via Suez Canal 28th January.
S.S. "CITY OF RANGOON" via Suez Canal 6th February.**BOSTON & NEW YORK****AMERICAN & ORIENTAL LINE**

Sailing from Hongkong.

S.S. "COMERIC" via Suez Canal 27th February.

AMERICAN & ORIENTAL LINE**UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF LAHORE" 22nd February.
For Marseilles, Havre, London & Rotterdam.Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.**MAURITIUS & SOUTH AFRICA****ORIENTAL AFRICAN LINE**

S.S. "SURAT" 23rd November.

Loading for Mauritius, Delagoa Bay, Durban, East London, Alcoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quillimaine, Ibo, Port Amelia, Mozambique, Chindo, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines. apply to—

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, Ltd.**S.S. "TAIPING"**

This Vessel will sail hence on her maiden voyage on 22nd January, Noon.

FOR MANILA, ZAMBOANGA, PORT BANGA, THURSDAY ISLAND AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANNIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

(Sailing Subject to Alteration.)

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

M MESSAGERIES MARITIMES M**SERVICES CONTRACTUELS**

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FONTAINEBLEAU			2nd Feb.
D'ARTAGNAN	8th Dec.	20th Jan.	16th Feb.
ANGKOR	1st Jan.	3rd Feb.	2nd Mar.
PARTHOS	15th Jan.	17th Feb.	16th Mar.
ANDRE LEON	29th Jan.	3rd Mar.	30th Mar.
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Hongkong, 15th Jan., 1926.

NOTICE TO CONSIGNEES.**M/V "ESQUILINO"**

From Trieste, Venice, Brindisi, Port Said, Massaua, Aden, Colombo, Penang and Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence a d/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 12th January 1926. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent. All claims against the steamer must be presented to the undersigned on or before the 28th inst. or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 10 a.m. by our surveyors Messrs. Goddard and Douglas. No Fire Insurance has been effected. Bill of Lading will be countersigned by

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having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous of the Hongkong & Kowloon Wharf & Godown Co., Ltd. Whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 21st Jan., 1926 will be subject to rent. All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 21st Jan., 1926 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer otherwise they will not be recognized.

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WIRELESS IN
HOSPITALS.

SOME 11,000 BEDS
EQUIPPED.

Rapid progress is still being made in England with voluntary efforts to provide patients in hospitals with wireless apparatus, enabling them to listen in to the broadcast programmes.

Already sixty-three have been equipped, and nearly 11,000 beds now have had phones allotted.

A wireless set expressly designed for the work has been designed and is in use.

Apart from the appreciation of the patients, the doctors state that the prevention of introspection and the improvement in the spirits of the patients resulting from listening in reduce the average stay in hospital by about one day in sixteen.

ARE WE SAFE
AT SEA?

NAVY LEAGUE LETTERS
PUBLISHED.

London, 21st December: The London Times publishes correspondence between the Navy League and Mr. Bridgeman. The Marquess of Linlithgow and Sir Cyril Cobb, on behalf of the League, fully appreciate the necessity of prudent economy in naval expenditure, but view with grave alarm the recent and projected reductions of the strength of the fleet.

Mr. Bridgeman, replying emphasizes that the navy is not being reduced below the safety limit, pointing out that the "one-power standard" only applies to capital ships and aircraft carriers, and the number and tonnage of these is fixed by the terms of the Washington Treaty, from which the Government has no intention of departing.

The League can rest assured that the Board of Admiralty will advise the Government to resist any proposals of reductions of the strength of the fleet incompatible with the security of the Empire and our sea communications.

Sentence of seven years' penal servitude and 20 strokes of the "cat" was passed by Mr. Justice Avey at the Surrey Assizes at Guildford on John Henry Clarke, 32, butler, who pleaded "Guilty" to robbery, being armed, robbery with violence, theft, and inducing Mrs. Richardson, wife of Colonel Richardson, the well-known breeder of dogs, to execute a cheque for payment of £45 by threats. He was also charged with demanding from Mrs. Richardson £5 by menaces and forging and uttering a cheque for £78 with intent to defraud. Ida Clarke, who was similarly charged, was sentenced to three years' penal servitude.

TAIKOO BALL.

AN ENJOYABLE FUNCTION.

Some three hundreds attended the annual Ball of the Taikoo Club last evening, the company including a large number of well-known residents. As in former years, particular attention was paid to the decorations, and the effects evolved from a scheme of black and gold, produced a very harmonious appearance. There was also seen a novel illuminated sign announcing the dance numbers which were distinguishable from all parts of the hall. The function was in very capable hands, a highly enjoyable time being spent by all.

Among the 300 guests who thronged the Club rooms were Mr. G. M. Young, the Hon. Mr. P. H. Holyoak, Mrs. and the Misses Holyoak, Mr. J. Reid, Mr. R. M. Dyer, Mr. E. Cock, Mr. G. M. Shaw, Mr. S. Baker, Capt. S. Robinson, O.B.E., R.N.R., of the Empress of Canada, Sir Eric and Lady Stuart Taylor, Staff-Captain Nayell, Empress of Canada, and Mr. E. L. Matteson.

The evening will long be remembered as one of the most successful and enjoyable ever spent at the very popular Taikoo Club. After the festivities came to an end, launches from the Dock conveyed guests back to Hongkong and Kowloon. All the catering arrangements were in the hands of Messrs. Wiseman.

The dance programme was as follows: Waltz, Honest and Truly; Fox Trot, Oh! Flo; One Step, Oh! Katharina; Fox Trot, Rose of Waikiki; Lancers, Horsey; Waltz, Silver Moon; Fox Trot, Seminole; Fox Trot, Honolulu; One Step, La-La-La; E. Reel, De'il Among the Tailors; When The One You Love Loves You; Fox Trot, I Want to be Happy; Fox Trot, Flapper Wife; Lancers, Put and Take; Waltz, Miss You; One Step, Swiss Miss; Fox Trot, Beautiful Sea; E. Reel, Selected; Fox Trot, Burning Kisses; Fox Trot, I Want You all for Me; Waltz, Sleep; Fox Trot, Show Me The Way to Go Home.

The Committees.

The committees responsible for the successful function were as follows:

Decorations: Messrs. J. Simpson, T. Grimshaw, W. E. Price, M. H. Wallace, T. Young, W. Warnock and Jas. Sloan.

Buffet: Messrs. H. J. Muirhead, P. M. Stewart, W. Warnock and E. Howell.

Card Rooms: Messrs. W. Weir and G. McLeod.

Bar: Messrs. A. J. Russell, M. H. Wallace, W. Robertson and J. Simpson.

Dance M.C.'s: Messrs. W. P. Seath, C. Young and W. Robertson. Guests were received at the entrance by Messrs. Weir, McLeod, Grimshaw, Price and Simpson. The general secretarial work was ably carried out by Mr. W. Robertson.

STRUCK OFF.

WEST-END SPECIALIST
AND AN ARTICLE.

The General Medical Council sitting in London recently directed the Registrar to remove from the Medical Register the name of Mr. William Lloyd, nose and throat specialist, of Brook-street, Grosvenor-square, on the ground of unprofessional conduct.

It was charged against him that he sought to obtain patients and to promote his own professional advantage by means of an article published in the Daily Mail, of June 5, 1925, entitled "Hay Fever—New Treatment—Specialist's Report—Patients Cured," which was based upon materials supplied by him.

Mr. Lloyd, in reply, said that he discussed his treatment for hay fever with a journalist who called on him as a patient, and the latter said it would make an interesting article. "I asked him," said Mr. Lloyd, "on no condition to disclose my name in any shape or form."

He saw the article only when it appeared, and when the journalist again came for treatment, he complained to him seriously about it. Later he was asked if he would see a few selected cases and consented. At the same time he rang up the paper and told them that they were not to disclose his name to anyone.

He had no need to seek professional advantage by such an article, as he was already too busy; his practice ran into many thousands a year. In as far as he had exceeded the limits of professional etiquette he apologised to the Council.

THE ATHERLEY TRIAL.

SPEECHES BY COUNSEL
YESTERDAY.

At the afternoon hearing the speeches for the defence and for the prosecution were delivered. Great interest was shown in the case and the front public benches were crowded with Europeans anxious to witness the closing scenes of what has been in many respects a remarkable trial.

Mr. Zetlynn, for Atherley, said the charge consisted of four counts, that the accused on four specific days received four sums for and on account of Getz Bros., and it was upon those charges that the jury's verdict must be. During the case they had heard a good deal about what his learned friend called poindmence. The coincidence had been the paying into Atherley's account of cheques similar to cheques paid by him into the Company's account. He was not concerned with whether Atherley knew whether such sums were in repayment of particular amounts taken out of the company's funds. If the jury believed that the money was advanced by the Comproadore it would not matter at all whether or not it was the company's money.

The jury had seen the comproadore in the box. They had seen he was a man of considerable williness and that he was by no means a gullible person. "A man of that class was not easily taken in and there was every probability that the story told by Atherley was the real story for the reason that the comproadore had made the money of the company his own and handed it to Atherley, and when he came to pay the money back was it not probable that he paid I.O.U.'s and bills making up the amount which he had previously handed over to Atherley? He suggested that in the light of the character of the comproadore in the box it was a true explanation.

He urged that what passed between Atherley and the comproadore were loans, and that he received the money on behalf of himself and not the company. If, when the comproadore handed the money to Atherley, he had finished with it there would have been an entry of it showing it was paid to Atherley. His Lordship had asked the comproadore if he expected repayment of the money from Atherley and he had said yes, he did. In the light of that statement what were they to say, if he had nothing else in the case he would urge upon them that statement by the comproadore.

He reminded the jury that whatever they might think of the conduct of Atherley that the court was not a court of ethics but a court sitting in criminal jurisdiction.

The Prosecution.

Mr. Jenkin, for the prosecution, said the jury might form an opinion of the key to the solution of the matter before them in aye or nay did Atherley know in fact that the monies of the company were going into his account and did he know that when he drew cheques he was refunding to the company money which had reached his account by means of the comproadore acting on his instructions.

If he did know, then there was only one verdict open to the jury to bring in. It was an affront to their intelligence to ask the jury to believe that Atherley, from start to finish cared not and knew not where this money came from and knew not the true purpose to which every cheque he drew was directed. On a memoranda slip they found some intricate calculations of five items and a deposit slip for May 28 which contained the items supposed to have been collected that day. The five top items were the same as those on the slip exactly and on that day Atherley drew a cheque for that exact amount which was paid into the company's account. In face of that Atherley asked them to believe that he had no idea that his cheque had any reference at all to those intricate calculations.

Effrontery.

There was Atherley's cheque for \$1213.29 on April 1. It was drawn on his private account and he had the effrontery to say that he had not the remotest idea that he was really refunding the company's money which had been paid into his account. Yet he was faced with the fact that the deposit slip indicated that there had been a refund of two items which appeared to have been paid by dealers that day but which

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THE MERRY WIDOW

Monday, January 18th.

THE DOLLAR PRINCESS

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were not so paid. The two items in question equalled exactly the amount of the cheque, and Atherley asked them to believe that he did not know to what use the cheque would be applied. Could the jury believe that every time Atherley drew a cheque on his private account that the comproadore should go to him with I. O. U's and bills paid and that it should so happen that these items outstanding to the company's account should always equal exactly the amount of the I. O. U's.

Envy of the Bar.

Counsel went on to deal in a similar way with the cheque drawn by Atherley on April 7 and said he thought there could be no doubt in the minds of the jury that Atherley knew of what he would call this "system."

He passed on to the account Atherley opened into which "money was poured in a way which makes even a member practicing at the Bar envious," and which was opened on the eve of the March settlement. It was opened on the eve of the day on which he had to pay a large sum to Ellis and into which account the day after it was opened the company's money began to go. It was a coincidence that the amount of money paid into that account during the first seven days it was opened, agreed with the sum which was collected for the company. He went on to comment on the charges regarding the document bearing the signature and chop and said that nothing had been brought by the defence to support their allegations. It was inconceivable that the charge should ever have been

made. If it had been the real defence in the case then Atherley had had more than one opportunity to state that the document had been faked. It was a desperate statement made by Atherley in his stress.

His Lordship then adjourned until this morning.

CORRESPONDENCE.

LAND INVESTMENT
DIVIDEND.

[To the Editor of the Hongkong
Telegraph.]

Sir,—As a shareholder of the Hongkong Land Investment Co., Ltd., I am very disappointed with the final dividend of \$2, as against \$4.50 last year, which is less than half for the year 1924. Our Directors seem to take the bull by the horns instead of helping the shareholders in this hard time and live and live policy, knowing very well the millions alone which we have in reserve for the rainy days which must bring us at least \$6 lakhs a year, which is equal to \$2.50 per share; and what about the returns of our valuable property? If the Directors really think we have a hard time before us, let them be sports and waive half of their fee for the last year.—Yours, etc.

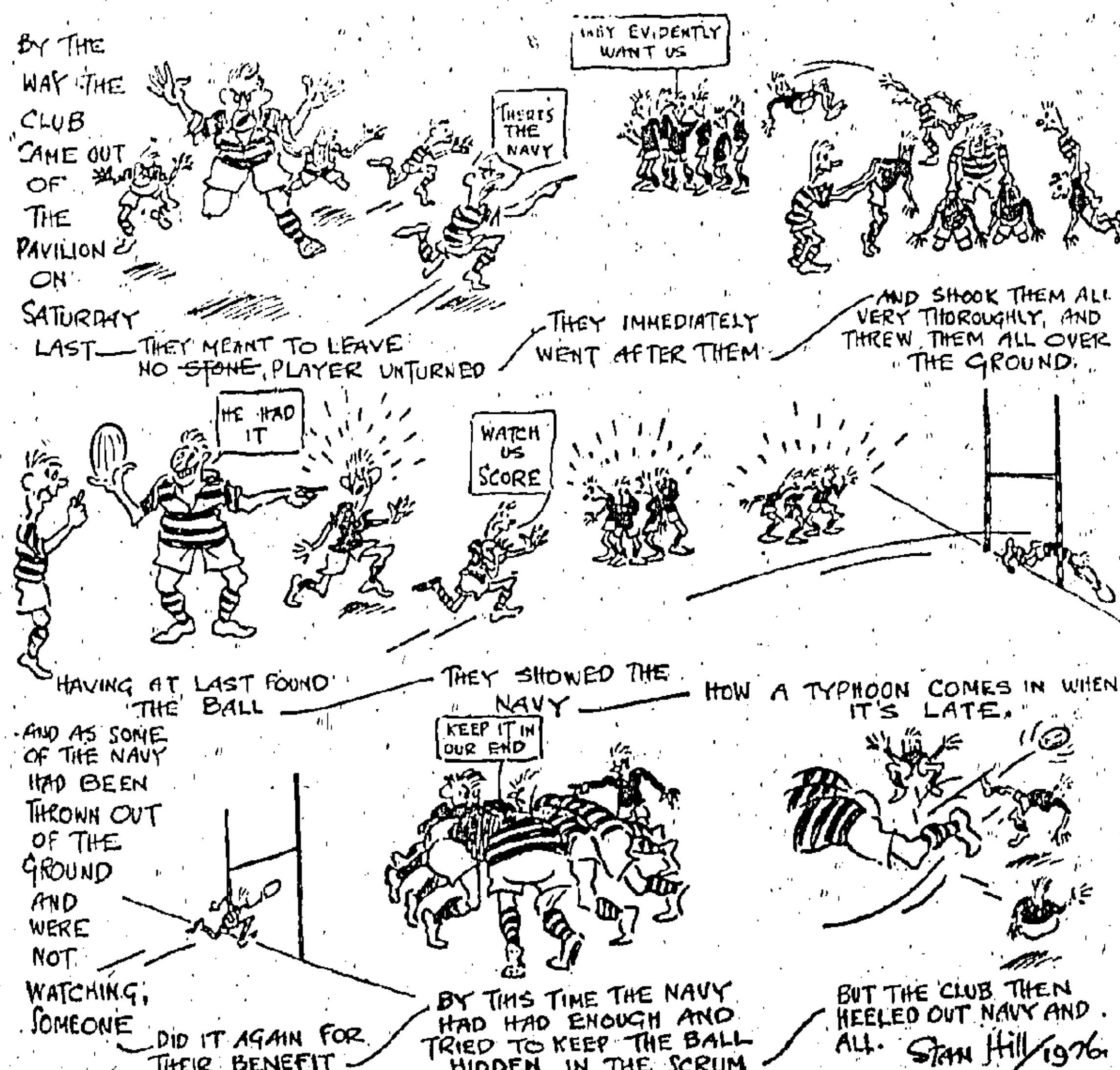
DISGUSTED.

Hongkong, Jan. 15, 1926.

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PERCY FRANKLIN, at 11, Ice House Street, in the City of
Victoria, Hongkong.

OUR FOOTBALL CARTOON.

(By Stan. Hill)



THE CLUB v. NAVY RUGBY MATCH.